

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
1	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaker/additional comments on record/map

## Comments

(e-mail) I know its good intention trying to make the abandoned rail line a walking and biking path. The city CAN do it except adjacent land owners aren't properly compensated. Who will sue and fight it. One or two adjacent land owners for sure. They announced so at the meeting on Monday night. The city has made mistake I figured out quickly. For years some neighborhood groups have talked about the potential path. The city should have made it know to everyone, it doesn't own the land after BNSF abandons it. Any rail trail group will have to buy the property from adjacent landowners. Is the city, with staff and program cuts ready to buy the land or is it just going to be taken. All 11 miles through town? Its not likely. For me to get POWER LINES buried underneath that corridor, WESTAR isn't accepting the job until land ownership is know. I would have to buy the land from adjacent owners. The city has to do that putting in a path. Its obvious. What muddies up things are the trail groups, their wants and desires going against adjacent land owners. That's what it comes down to. Rock Road, Greenwich Road and all the rest are too busy for cross walks such sort distances from stop lights already. Heavily traveled roads stopping and starting in short spots isn't good. Prices of putting cross walk lights is prohibitive. Longer the city continues to keep secrets about land ownership, its denying the truth of how costly this trail concept could be. Its almost irresponsible letting folks believe a trial is possible for so many years. Let the path go. Set up the process so adjacent land owners can gain the property either side of the tracks. Its going to be weird in some sections in town, I know one mid town house that seems to be a junkyard somehow will want more space to collect junk and place it on that extra 50 feet.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
2	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

First of all, I want to commend the MAPD Director for his informative presentation in the City Council Chambers on April 19, 2004. In my opinion, the information presented was balanced and very well presented. I would like to express my support for the preservation and rail banking of the BNSF railroad corridor for the following reasons: a) the trail would serve as a linear park for Wichitans [and we're in need of additional acreage]; b) the trail would promote health and wellness in our community; c) the trail would serve as an inducement for business and individuals to move to Wichita; d) the trail would provide a safe environment for children, adults, cyclist and pedestrians. Based upon experiences in other communities, many of the concerns expressed about vandalism, crime, littering and privacy, in reality, have not been a problem. In fact, having a trail adjacent to properties, in many cases, increases property values and decreases crime. In summary, this is a terrific opportunity for the City of Wichita...an opportunity to preserve this corridor for future generations. As a member of the Riverside Citizens Association, OZ Bike Club and the Prairie Travelers, I wholeheartedly endorse this project. I am willing to do my share to become a friend of the trail and would participate in routine clean ups and fund raising in support of the trail. Please forward my comments to the DAB 1 & 2 Members and to the City Council Members from District 1 & 2. Thank you for your consideration.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
3	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

This letter is in opposition to the development of a recreational trail along the BNSF Railroad Corridor from the Sedgwick-Butler County line to Hydraulic Street. My home property backs up to a portion of the present RR track property. Here are some facts as I see them: First of all I do not want the land behind my property if this development program does not take place. Second, it would destroy the personal privacy enjoyed by our use of the back yard. Third it would expose back yard furniture, lawn equipment and other personal property to vandals. It needs to be noted that the greater majority of those wanting to develop the RR property do not live next to it. The development would lower the resale desirability of adjacent property - so the landowners not only loose their privacy, but will suffer financial loss if they sell. Cost to pay for this development will eventually increase taxes. Many of us citizens are already being taxed to the point of sacrifice and the reduction of a needed standard of living. Current estimates for this development are only one third or less of what the actual cost would be. This program does not make good financial sense - there is no return on investment and it will hurt many home owners. It is only a suggestion but spend taxpayer money only on essential programs, and not those that will be nice to have or those promoted by special interests. It is ask that the decision makers use common sense, and that this program will be cancelled.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
4	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
5	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/additional comments on record/Sport Demographics

<b>Comments</b>					
<p>My name is Ron Wade, I am an engineer at Cessna Aircraft, I also am the coach of the OZ Jr. Racing Team, some of which are here tonight. We are affiliated with the OZ Bicycle Club. The team is made up of 15 kid's ranging in age from 10-16. Some are Girl Scouts as well as a few boys that are going for their Eagle Scout. In the 9 races so far this year, they have placed very highly. First of all, I would like to tell you that I really enjoy the over 100 miles of bicycle trails that currently exist in Wichita and surrounding areas. I am not a Wichita native; I am originally from the L.A. area. When I first came to Wichita, I was struck by how proactive this city is with regard to the amount of bicycle trails that exist. I commend this city's leadership for having constructed a good network of bicycle paths highlighting the many vistas that exist in and around this city. As an engineer, I believe that the use of a gas line bridge over the big ditch was a very creative and economically way to also incorporate a bike path bridge. This has greatly decreased the potential danger to cyclist. I can say, that I have ridden this and every other path in the city and have enjoyed them immensely. As a commuter, I ride the bicycle from 21st north to Cessna Aircraft on Maize Road. I am very careful to obey traffic laws and I ride very defensively. I have lights in the front and back of the bike as well as reflective devices on both the bike and my person. On a weekly basis, I encounter very hostile motorists who curse, wave fingers, honk and even rev the engine in a threatening manner toward me. At times, some drivers have come within three inches of hitting my shoulder with their mirrors. The drivers here in Wichita are more hostile than those I encountered in L.A. No, this fact alone will not drive me to move back. In my view, all other aspects of Wichita are overwhelmingly favored over that of L.A. As a coach of a race team: I always begin any training ride with a talk addressing bicycle safety. My first and foremost responsibility to the kids and their parents is to provide as safe a riding experience as feasible possible. I have on occasion brought in a member of the Wichita Police Department to further drive home the message of bicycle safety with the kids. I look for locations to train that have wide shoulders and low traffic. I have found few locations that meet these criteria. Sport Demographics, According to the National Sporting Goods Association, Cycling is the second most popular recreational activity in the United States. (see chart) In closing, I urge you to strongly consider using this former rail line for a walking/bicycle path. By converting this line to a bicycle pathway, you will be creating a safer environment from which many will enjoy the new vistas that this pathway will provide. The right of way already exists and with minimal improvement it will be an excellent addition to the existing network of fantastic pathways.</p>					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
6	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
7	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker
<b>Comments</b>					
<p>I urge you to continue your efforts to rail bank the BNSF because it has great potential for utility fiber optic and other lines in the immediate future and should be used, if the need should arise, for transportation. In the meantime, it can be used as a trail project. The cost to acquire such a corridor compared to the amount the city will have to expend to acquire and maintain this rail bank project is very small. As you analyze this please recall: "small cost - great potential savings".</p>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
8	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker
<b>Comments</b>					
<p>My husband and I currently live in Derby but are in the process of moving to Wichita. We are purchasing a Grant Telegraph Center condominium (in Old Town) from David Burk. I believe that you will be our representative on the Wichita City Council. I want to voice my opinion on the conversation of the BNSF rail line to a recreation trail. According to the Wichita Eagle, more people are speaking against the conversion to a rail trail than for the conversion. I believe that is because many people see the benefits of such a trail and see no need to speak out.. My husband and I have used many rails to trails across the country, including the following trails: Cape Cod Rail Trail; KATY Trail (several locations in central and eastern Missouri); Seattle, WA; Portland, ME; Omaha, NE; Normal, IL; Waterloo, IA; Springfield, MO; Coeur d'Alene, ID. Many of these trails run through and add value to nicer high-end home neighborhoods. They have always been enjoyable features of places we have visited and in some cases we have made special trips because of a particular rail trail. We have never seen any evidence of vandalism. The trails always seems to be a safe and friendly avenue for locals and visitors to enjoy outdoor recreation. We have been really impressed by the number of local people in these cities and town who use and support these trails. The amount of activity seems to deter vandalism. WE would like to strongly support the development of the Wichita rail line recreational use for bicyclist, runners, hikers, and walkers.</p>					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
9	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/additional comments on record//photo's

## Comments

(photo's attached) I am attending your April DAB meeting to support the rail banking as opposed to abandonment. The possible rail banking goes from Mosley to 159 Street East. I was glad the Council voted to requested a 180-day extension of the "interim trail use" in order to determine your options. I think it's a good idea to put together a committee to review the requirements to preserve the "right a way" and better define the maintenance and support. Hikers, bicyclist, joggers, and history buffs are just a few of the kinds of people you may someday meet on the Wichita Rail-Trail. A variety of civic groups and individuals are needed to cooperate on the development of the 11.5 mile trail through Wichita. Transforming the existing rail bed running through Wichita to a multi-purpose path for use by walkers, runners, bicyclers, and persons with disabilities, birdwatchers, and other could be a boon to the city health. The trail will link the community with natural areas along its course from Wichita, through Sedgwick County, and beyond. This opportunity to preserve the "right a way" as a linear park or trail will be your only time to access this area for public use. I urge you to please work with the Wichita/Sedgwick County Planners to make this a reality for now and the future. A growing community needs open park areas that otherwise would require land to be bought. I looked up the Prairie Sprit Trail, a Kansas rail-trail on the web. There are many sites, but I found [www.prairespirittrail.org/](http://www.prairespirittrail.org/) to have a variety. It has become a source of pride for the community from Iola, to Garnett and Ottawa. I represent the Prairie Travelers, Inc. a group supporting preservation of railroad corridors through interim trail use for the use and enjoyment of everyone. State and Federal matching funding are available but must be applied for. We would be happy to attend an investigative meeting to answer questions and provide information on trail use and rail banking. Please contact me at [cbkellen@yahoo.com](mailto:cbkellen@yahoo.com) or the address below. Thank you for your consideration.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
10	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

My Name is Allison Hamm. I live around Fox Run Circle, Wichita, in District 2. I am very much in favor of preserving the BNSF Railroad Corridor. Therefore, I request that the Wichita-Sedgwick County Metropolitan Area Planning Dept. and the Wichita City Council continue to take what ever steps are necessary to railbank the corridor. Once railbanked, an issues that remain with abutters can be worked out. If this area is railbanked and converted into public green space with recreational trail, it would be a mile from my house. Because we have easy access to the bike trail along K-96, my family (including 6 year old daughter) would have easy, and safe, off-road bike access to parks such as Edgemoor and to the ice cream store in Bradley Fair. Currently biking opportunities in my area are not the most esthetically pleasing. There is a relatively long trail bordering K-96. We can wave at the traffic on the highway as it passes, but there's not much else to look at. The type of trail opportunity presented by the BNSF corridor would be a much quieter and pleasant to walk or bike on than the city sidewalks or the K-96 bike path. Additionally, in conversations I have had with staff from the Wichita Area Chamber of Commerce, I have been told that if we want to bring quality business and quality leaders and employees to the city we need to be concerned with quality of life issues including adequate recreational trails, park, green space. Across the county, people have come to expect these opportunities and business know this. If they can't bring quality employees to Wichita, they will go elsewhere.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
11	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
12	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

There are two points that I would like to make. The first point is that I am very much in favor of the City of Wichita rail-banking this Burlington Northern rail corridor. Rail Banking is vital for the completion of the biking-hiking path plan described in the 1996 Park and Open Space Master Plan for Wichita and Sedgwick County. This document recommends completion of 200 miles of biking/hiking pathways for the City and County by 2010. With mostly Federal Transportation Act funding, the city has completed nearly 60 miles of these proposed trails. We have a large deficit of 140 miles. Linear parks and greenways give the most "bang for the buck". Most of these trails link adjacent parks and recreational areas and in doing so, enhance and enlarge the park and open space available to providing an east-west link from the Chisholm Creek Trail at 127th Street east and Central to the Martin Luther King Junior Trail at the canal route and from the Chisholm trail on east to Andover. Future plans propose linking all the trails through Wichita and into the County. Wichita/Sedgwick County established that goal of 15 acres of parkland per 1000 citizens. At present, we have only 11 acres per thousand citizens; the population has increased since these numbers were calculated in 1996 and the cost to acquire parkland has certainly not decreased. I would think that the \$600,000. cost to the City to develop this 11 miles of recreational land would be a bargain. And it would put the City a bit closer to their stated goals. My second point concerns some questions that have become evident when one considers the consequences of this rail corridor reverting to adjacent property owners. Will each adjacent property owner be able to get title insurance on this property? Was this railway easement included in subsequent sales from the original landowner? How will maintenance be done on this corridor if access is not uniform and consistent? There are between 350 and 400 property owners along this easement. Suppose several years from now, someone discovers pollution from spillage from a railway car in what is now someone's back yards. Is that homeowner responsible for the pollution clean-up? There are 17 culverts and 2 bridges along this railway easement. Is the adjacent property owner to be responsible for maintenance of these? And how will City/County Flood Control people gain access if a problem should arise? I don't know the answers to these questions but would think that letting the City with its greater resources be responsible for flood control, maintenance and possible pollution clean-up would be prudent. This rail corridor would be of greatest benefit to the citizens of Wichita and Sedgwick County as a recreational trail, contributing to our quality of life with additional park and open space and recreational opportunity.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
13	2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Speaker

## Comments

We are VERY concerned about the possibility of the city preserving the BNSF Railroad Corridor for use as a biking, walking trail between Rock and Webb Road (and probably in the entire DAB II district) primarily for the following reasons: a. We are extremely concerned about the safety of our home and children by allowing public access to land literally "right in our backyard". Our home backs up to the railroad at the corner of Webb Road and the tracks and does not have any adequate safeguards from entry from the north of our property. b. We cannot envision a way for the city to economically justify an acceptable plan that would assure that the security of our property and our neighbors' properties from vandals and thieves. People at the city meeting gave numerous accounts of theft already taking place for property owners adjacent to the tracks. We cannot help but assume that crime will increase from a railbank program that will "invite" thieves into people's back yards. The fact that the trail will connect the lower income side of town with the higher income east side will increase the problem. c. The cost will be immense to use to protect our property if the city allows the program to go forward. While in other situations a bike trail would perhaps be an enhancement to property owners (although I did not hear very many people whose homes actually back up to a trail advocate this position), we cannot imagine a scenario where that would be the case in this situation. The city may choose to further increase our property value for tax reasons, however the resale value of our home will go down without a doubt. d. Although we are very physically active family, we would never use this particular trail. Too many stretches of the trail are not visible to other people. Theft and crime would be highly likely for bikers on the trail from people lurking on the trails. We would never go west on the trail. We now bike on existing sidewalks on the east side of town and enjoy them and feel safe as they are along main thoroughfares that are out in the open. e. We are willing to take care of the property behind our home and do not need the city's help in this regard. f. The cost of this trail will be much higher than the \$3mm or so described at the open meeting. Whether as federal or city dollars, these costs need to be weighed against the other priorities. i. Bridges and/or tunnels will need to be built at most intersections along the route which according to the Baughman report could cost up to \$13,500,000. (see page 33) ii. A concrete path would cost considerable more than an asphalt trail. (See page 33). iii. Significant security and maintenance would need to be provided along this trail. iv. If the city attempts to go through the condemnation process as is advocated in the Baughman report on page 45, the city, without the Federal government's assistance, will spend considerable money. v. Money will come up as a negotiating point in the city's negotiation with BNSF. vi. According to Baughman report, landowners whose property is taken by a railbank program may seek monetary compensation in court (See page 43). 2. Other points we would ask the city to consider include: a. We would prefer the city allow the land to be abandoned so we may have use of the extra land adjacent to our property. However if the city is interested in preserving the land for future easements, we don't have a problem with this situation which could be an advantage to the city one day. We never envisioned owning the land on the rail easement when we bought our property anyway. We just didn't envision a bike trail in our backyard either. b. We are very active physically and are interested in better outdoor trails in the city. It would be great for the city to really put together a comprehensive plan that allows for better trails in the city. In our own case, our family would advocate the city widen and expand the existing sidewalk system along 13th street between Woodlawn, the K-96 bike trail and further points east. There is ample room in the city easement to do this easily and in most cases street lights are already in place and existing sidewalks would just need to be widened. As opposed to the railroad track trails which would not use due to safety concerns, we would use this trail all the time. Such a trail would not allow further access into existing east side neighborhoods than already exist. c. We would ask the city or BNSF to place concrete in between the ties at the crossing along Webb Road and the tracks. With the increased traffic along Webb road, the constant thudding of car and track tires across this track all day long is a nuisance to nearby property owners. d. Perhaps the city could allow for the railbanking program in the appropriate section of track area in DAB I district where apparently there is interest and allow for the tracks to be abandoned in DAB II district where it is not wanted by many. Allowing for railbanking only from perhaps Oliver to the 135 bike trail may be a nice compromise for all. Thank you for allowing us to voice our concerns on this matter.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
14	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

I support the development of a recreational trail along the BNSF railroad corridor from I-135 to Butler County line. We need to make sure that this opportunity doesn't pass us by. My husband and I own Bicycle Pedelar at 330 N Rock Rd. Almost weekly we have people that come into our shop wondering where our biking trails are. We are very proud of the ones we have but for a city our size we are very lacking in greenways compared to other metropolitan areas. Frequently we get individuals and families in our shop investigating whether or not they should accept a transfer to Wichita and the first thing they ask are, where are your trails? Most say the outdoor opportunities a community has to offer will weigh heavy on their decision. I have visited with many who have chosen other cities due to our lack of linear greenways. If we think Water Walk Project will be beneficial for economical boost I would say that for a fraction of that cost this railroad corridor would multiply its investment in so many ways. Walkers, bicyclist, neighbors, bird watchers, joggers, outdoor photographers, commuters...these are just a few of the people you may someday meet on the east side trail if we let this become a reality. The benefits far outweigh any concerns I have heard expressed. We need to open our doors to improve our communities way of life to provide a safe, inexpensive avenue for regular exercise. Wichitans have always been visionaries, let us give future generations opportunities that we can be proud of. We are talking about eleven miles or 133 acres of park. Let us proceed with what the 2 previous city councils have voted for. With 80:20 federal dollar split that can only be used for this type of use it is a no brainer. If you are not familiar with Congress creating ISTEA back in 1991 it stands for "Intermodal Surface Transportation Efficiency Act." According to US Dept of Transportation guide it was designed to "address growing concerns about air quality, open space, and traffic congestion." Rails to trails are corridors railbanked under the authority of the 1983 amendment of the National Trails Act. They are considered out-of-service corridors, protected for future national need, which are in the interim available for recreational use. In other words, if we let this trail revert the cost if railways make a comeback would be out of this world. There is a local architect in town who wrote his senior project in 1998 at K-State on the benefits of this very trail. He interviewed adjacent land owners, neighborhood advisory committees and local leaders. It was very well written with a detailed colored map. We would be more than happy to share it with you. Wichita-Sedgwick County Metropolitan Area Planning Department are paid employees who have done their research and are constantly looking out for what is the best for us citizens. Their presentation at the DAB 1 & 2 meeting was very well researched and the power point very well done. For those of you not lucky enough to have seen it please do. Thank you for the opportunity to share my views. I am very optimistic about the wonderful potential this trail has to open doors and unleash outdoor excitement for walking, jogging & biking. The health of the community will be forever grateful! (Comment Form) I am writing you in support of the BNSF railroad corridor to convert it to the bicycle/hiking trail/path. The opportunity to enhance our greenways is too good to let it slip by. The combined DAB 1 & 2 meeting is I believe and indication of the tremendous support & usage a trail of this nature would have. As individual citizens please let us know what we can do to ensure that we grasp this opportunity and give our children a future that includes exercise and outdoors. Your power point presentation was very well done. Keep up the good work.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
15	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet

## Comments



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
16	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

First, we of the Ken-mar neighborhood want to say a big thank you, both to DAB I and II for initiating a truly Democratic process to proceed in hearing questions and comments from the general population of the City of Wichita concerning the abandoned railment. As stated from the meeting on April 19th, 2004 we believe that the construction of this railment corridor to a bike and walking path would be a considerable asset to the adjoining neighborhoods which bind these neighborhood to the south as well as the north. We feel that currently the railment corridor is an unsightly mess in many of the areas along this corridor and as these run thru the older neighborhoods as they are: causes the neighborhood to appear without proper maintenance or attention from the different city agencies who are responsible for helping to maintain if not, improve these neighborhoods. Ken-Mar to the north of Kensington south side of the abandoned tracks. Fairmount which extends to the north of Ken-mar - northwest side of the tracks. We know that a bike trail or walk would be used regularly by all residents at one time or another. We know that the construction of this corridor would be greatly improve the business population of Ken-Mar & Fairmount neighborhoods. As visitors who pass through our neighborhoods see beautiful well kept sections of grounds which bounds every neighborhood, we believe this causes those visitors to return frequently to enjoy some of the lovely well kept sights. This may also encourage them to live in these neighborhoods as permanent homeowners. We at Ken-Mar when the corridor has been reconstructed will ask to be a vital part of assisting the City and entities in caring for this corridor. While we understand the rational of those who oppose the reconstruction for the purposes of rails to trails or bike-walking path we honestly feel that Wichita as a growing beautiful city would only benefit from reconstruction the abandoned railment. We feel and want to always look toward doing the most good for the most citizens while always giving every individual the opportunity to help make these type of decisions that come up from time to time.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
17	5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

We are very much opposed to the Rails Trails coming through our peaceful neighborhood or any neighborhood. We don't believe trails going through neighborhoods are a good idea unless the neighborhood is designed and built for it. Keep them in public access areas such as along the river and through parks. Our home is one of two in our immediate neighborhood that face either the east or west exposing three sides of our home to the proposed project. Our front, side and back yards will be completely exposes. We are located on the dead-end that stops at the tracks. We like the lack of traffic. We treasure the privacy and solitude and do not want it invaded. Our friends and relatives always comment on how peaceful it is outside around our home and that is the main reason we bought this home. We have many children in our neighborhood including three of our own. We will forever worry about their safety if this proposal passes. We are extremely concerned about security and extra traffic coming into our neighborhood. We are concerned about noise. Whenever we get occasional joggers along the track, their conversations can easily be heard anywhere in our yard and in some rooms of our home if the windows are open. We worry about the effect this will have on our pets. Our dog and other dogs will go nuts barking at every passerby trying to protect their owners and property. This will not only be an annoyance to us but to our neighbors as well. At the meeting on April 19th the cost for putting the trail in was discussed but nothing was said about the cost of maintenance. No doubt the taxpayers will be paying for that. These are our major concerns, now for some questions: Will there be areas around the busier intersections along the trail where people can park and have access to the trail or will people be coming into our neighborhoods to park and access the trail? Will there be a security fence of some kind installed along the length of the trail to prevent possible trespassers? If a fence is installed, will it be the same design along the whole route or will the design change between higher and lower income neighborhoods? How will the busier intersections be altered to accommodate this pedestrian traffic safely? How much is the ongoing maintenance of this trail go to cost us, the taxpayers? Can you guarantee our security and privacy? (second comment sheet) The best solution is to run the trail from the Canal Route up to Oliver only. There is a lot of room at 17th and Oliver to put in an end of trail park with room for parking. There is no need to extend all the way across town because no-one uses it for transportation. You avoid having to cross the four busiest streets, which would be too dangerous for crossing. You also hold down the cost to the City. Everybody will be happy with this compromise. The trail riders will be happy with the new trail & the East side Homeowners will be happy.



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
18	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Speaker

## Comments

Adjacent property owner to the railroad. I too am concerned about security and privacy of my property. I would also be very upset to see the existing trees and shrubs removed from the natural greenbelt behind my home. But I am also concerned about the security and safety of people using this area as a trail. Unlike visible trails along highways, this railroad track passes through long stretches of greenbelt, with little opportunity for public observation. The safety of isolated users could be seriously at risk. I see no way that the city could provide adequate public safety. I am also concerned about the lack of public access to the trails. There are no sidewalks on intersecting arterial streets in our area. No public parking is available. Are vehicles going to park on our neighborhood streets and cut through our yards? I would rather see money spent on providing safe sidewalks along existing arterial roads. This would allow safer access to existing trails and offer visual protection along the way.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
19	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet

## Comments

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
20	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

I am strongly in favor of rail banking the BNSF Railroad Corridor to alternative uses. It would be a linear park for the use of Wichita citizens. It could also be available for use for utility and communication cable easements. Finally it would remain available for reversion to railroad use when and if necessary.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
21	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
22	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaker
<b>Comments</b>					
<p>We have lived on 17th street for 40 years and enjoyed the privacy without anyone living behind us and the quiet times that we have had in our back yard. Now there is an attempt to destroy this solitude by making a public walking, biking, motor scooters, running path behind our house. People that are for it do not live on the right away. Our home values will deteriorate and in the past 2 years we have personally 2 break-ins and at least several auto windows broken out. I feel that escape route has been the results of the RR. More people coming by and now we will become more in the public view on daily basis. Please let us keep our privacy and stop the race track!</p>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
23	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
24	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
Comments					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
25	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
Comments					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
26	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
Comments					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
27	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					
security issues					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
28	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/additional comments on record

<b>Comments</b>					
<p>Enclosed are my comments presented April 19, 2004 at the DAB 1 and DAB 2 meeting to gauge citizen interest in converting the Burlington Northern-Santa Fe corridor into a recreational trail. I am wholeheartedly in favor of making this trail a reality. (see additional comment) I am Ed Lincoln. I live at 22 West Parkway. I am passionately in favor of recreational trails. I urge the city council to move forward to develop the BNSF corridor into a recreational trail from I-135 to 159th Street East. I run and I bicycle. When visiting places outside of Wichita and Kansas, I look forward to using recreational trails, specifically in Lincoln, Nebraska, and Alexandria, Minnesota. A 64 mile trail passes through Alexandria. Lincoln has 85 miles of trails within the city. I visit Lincoln regularly and I always take the opportunity to get out on the trails. Rails to trails are common and very popular all across the US. Hundreds of communities embrace trails as assets that enhance the quality of their communities. I encourage you to personally visit a suburban rail-trail so you can see what a positive improvement they are. You can easily research the popularity of rehabilitated rail-trails nationwide at <a href="http://www.traillink.org">www.traillink.org</a>. All the states bordering Kansas have recreational trails. Some are hundreds of miles long. A trail is a park. A linear park. This is a park that connects neighborhoods. It's a park adjacent to many of the neighborhoods and thousands of people in northeast Wichita. Instead of people having to get in their cars and drive to a park, this park comes to them. Its convenient. It's in their neighborhood. And, in many cases, it could be used as a safe means of travel, to WSU or downtown for example. This is an unique opportunity to transform the corridor from an industrial use to a natural open space within the city that is accessible by everyone. As leaders you can create a resource to be enjoyed by Wichitans of all ages for generations to come. Don't miss this opportunity. It is in-place and affordable and impossible to replicate. Federal funds are available to pay for 80% of the development. Please do not forfeit our chance for a beautiful linear park. Wichita has parks for all sorts of special activities, this park is just as worthy. Thank you for the opportunity to express my opinion in favor of the City of Wichita continuing forward with their plan to utilize the idle Burlington Northern railroad line along 17th Street to 159th Street East into a park for recreational use by all Wichitans. (Additional comment) If the city council has already approved creating this trail by vote on two previous occasions, why do you have to vote a third time: What is this, best three out of five? Please do not take away our trail. ...Eleven miles of trail, 100 feet wide, is 133 acres of park. Wichita doesn't need to lose more parkland...Wichita has parks for all sorts of special activities, this park is just as worthy. And, this trail can be used as a safe means of travel for people commuting to and from WSU, Old Town or downtown. Doesn't that mesh with our community development goals? Rails to trails are very popular all across the US. Hundreds of communities embrace trails as assets that enhance the quality of their communities. You can bet they promote these resources in their economic development efforts. I encourage you to personally visit a suburban rail-trail so you can see what a positive improvement they are. You can easily research the popularity of rehabilitated rail-trails nationwide at <a href="http://www.traillink.org">www.traillink.org</a>. All the states bordering Kansas have recreational trails. Some are hundreds of miles long, such as the Katy Trail, 225 miles across Missouri. When I visit places outside of Wichita and Kansas, I look forward to using recreational rail-to-trails, specifically in Lincoln, Nebraska, and Alexandria, Minnesota. A 63 mile trail passes through Alexandria. Lincoln has 85 miles of trails within the city with additional rail trails extending outside the city. Why do Wichitians have to take their tourist dollars elsewhere to enjoy trails? Thirty Million Dollars for WaterWalk. How about 2% of that amount for 11 miles of park through dozens of neighborhoods?</p>					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
29	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

The North Riverside Neighborhood Association supports preserving the Burlington Northern Santa Fe (BNSF) railways corridor for public use. Detailed plans can be developed at a later date but the City must take action now to preserve the corridor. Public space is at a premium in the core areas of Wichita. This must be done for the long term growth and quality of life for "city folks". It is an opportunity that we cannot bypass. As a neighborhood who has worked to get a multipurpose path along the Little Arkansas River, we are well aware of the interests in developing such uses for the Community at large. We keep getting questions when will it be constructed? We cannot wait to use the path! Interest is there.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
30	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker

## Comments

I strongly support preserving the RR Corridor for alternative uses. We must maintain the corridor for public availability if and when it is needed. Interim trail use under the Rails to Trails Act is an excellent way to preserve this corridor. This option provides opportunity for the public to get safe, free, and pleasant way to exercise and get from place to place without relying on an automobile. Even more significantly it maintains city access and control for utilities and for drainage culverts etc. It also would provide for city ownership and maintenance of bridges.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
31	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet

## Comments

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
32	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
33	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					
support if compensated					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
34	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
35	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Speaker/no comment sheet
<b>Comments</b>					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
36	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I attended the public meeting tonight & fully support using the Railroad Corridor under the Rails to Trails program. I believe that this would be a wonderful community resource & actively support the development of the ten-mile linear greenway. Thanks you.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
37	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I think the Rails for Trails is a wonderful idea. It's environmental friendly & cost efficient. Please keep me informed.					



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
38	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I truly support the idea of Rails to Trails.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
39	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I read about the plan to convert unused railroad tracks to biking/hiking trails. I hope that will materialize in the near future.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
40	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I hope you will proceed with the plans for the Rails to Trails idea. It is one of the best ideas ever conceived by the government. I see no more risk for vandalism from it than from the city street going by front of the house, probably much less. It would be a boon to exercisers and possibly a way to combat heavy traffic and high gas prices by people who could ride to work in a safer area on their bicycles. There are many positives people in better shape and the area being attractive.					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
41	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I support the conversion of the railroad line to a recreational trail. It will serve as a much needed E-W bicycle path and walkway.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
42	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to register my support for the recreational trail being considered. My family and I would use such a trail as it connects to our neighborhood. I agree that it would improve the quality of life in our area. Thank you for your consideration and efforts.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
43	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

The "rails to trails" idea is wonderful. Please continue the work - it could make Kansas an inviting state for those interested in hiking, bicycling, etc. Thank you very much.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
44	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I fully support the development of the 11-mile section of railroad to a walking/cycling path. Thank you.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
45	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
In response to today's article on page 1B of the Wichita Eagle, regarding the proposed plan to convert a former train track to an 11-mile recreational trail, I submit my hearty approval.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
46	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
Please list me as a supporter of the proposed rails-to-trails plan. A city can not have enough bicycle, etc, trails, and we currently don't have enough. Thank you.					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
47	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We are in favor of the rail-to-trail plan. We think the landscaping of the trail will enhance the view from our patio. We would not want more land to take care of.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
48	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## Comments

I attended the rail to trail meeting 4-19-04 as an advent property owner, I assumed the meeting was for us, not people who lived on west 21st Street. I, as many on our block, Edgemoor to Woodlawn some of the pro people were brought in to this meeting. I oppose this trail. You the city have no provisions for security or maintance after it is build which means more taxes to cover it, which probably would be us, the adjacent land owners, I have a large dog for security in the back yard, she would bark every time someone goes by, also people on the trail would be able to look right into our home. I could go on but that is why I didn't talk at the meeting since it would have been repetitive. If you the city want to spend this \$600,000 so bad put it to a better use in our school system. The kids are this citys future. You say \$600,00 but this was two years ago. No planning for how people can cross safely-Oliver, Woodlawn, Rock Rd, Webb Rd, Greenwich Rd-extra cost. How can bike racers match up with walkers, strollers and old people? This should be a race track.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
49	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Saw the piece in the paper about the Rail to trail Plan, and wish to put in my 2 cents. I believe this would be a real asset to the City, the Neighborhoods and everybody concerned. At least the track area would be maintained and people would be able to use it. Now, no body walks up the tracks and the growth is terrible. I live on Chautauqua, which is a stone's throw from the tracks and I sure would like to see it improved. I have lived here for 55 years and the tracks have really been an eye sore. There are a certain amount of punks that walk up an down the tracks today anyway, only no one else uses the area because of that. So I believe it is improved you will have more people using it, if nothing else for a good walk and the traffic would draw more people. I think the whole idea will be an improvement to the City tomorrow, rather than the Waste area it is now. Let's do it. (second signature) I agree!

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
50	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

I am concerned about access & privacy. Will the present elevated rail road bed be lowered to adjacent ground level, will a privacy fence protect my back yard, will I still have vehicle access to my back yard? Thanks.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
51	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

The rail-to-trail plan is a positive one. While I probably will not be physically able to take advantage of it by the time it would be completed, nevertheless it is a good plan. We need to enhance recreational efforts whenever possible. The use of such an area would be a healthy one and available to all. Opposition to the plan centering on possible illegal activities seems unfounded. Such activities are totally possible now. Better maintenance of the area should discourage rather than encourage such problems. As for causing property value loss, that too seems unlikely any more than nearby parks cause any such problem. If compromise is necessary perhaps a joining of the trail to the path that follows K-96 between Greenwich and 127 Street. would be possible. On the other hand I question any such need for a compromise. This city needs to do all it can to beautify. This area for the trail is currently an eyesore. Why would anyone object to changing that.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
52	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	e-mail for Sharon

## Comments

I am attaching a copy of my letter of support for the proposed rail to trail plan. We are writing in response to the article in today's Wichita Eagle discussing the proposed plan to convert an abandoned railroad line into a recreational trail. We would love to see this plan approved by the City. There has been so much talk about people being overweight and the negative side effects of obesity on our health and the resultant cost to the national budget. What a wonderful way to use this abandoned property to promote a healthier lifestyle. Currently, there are very few areas in this section of Wichita that allow for biking, rollerblading and hiking. Providing a location for healthy, family activities is well worth and relatively low cost of this project. We feel that the trail would be an asset to the neighborhoods that it passes through and would increase their property values rather than decrease them as suggested by some. The abandoned track is currently very unattractive but would enhance the area if it were converted into an attractive trail "flanked by bushes and trees" as described in the Eagle of April 22. We hope that the City Council will make the wise decision to approve this plan.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
53	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I support preserving the BNSF Railroad Corridor for recreational uses. I have used the existing trails for many years. I think it is very good planning to use old rail lines for recreational trails and reflects a forward thinking vision for our community. (Comment 2) Please support the BNSF corridor for recreational uses. I use and enjoy the bike trails and think our city needs more. This would be an excellent corridor from East Wichita to Down Town.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
54	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in support of the new recreational trail. I attended the meeting on Monday, April 19, and heard 25 people speak in support of the trail and about 10 speak on other issues such as hiding utility poles and homeowners concerns. I even heard one person talk about his garden and the storage sheds other neighbors have built on railroad property that does not belong to them. Are those homeowners assessed property taxes on those buildings!...ah, but that's another issue. I believe it is a terrible mistake to drop this opportunity. I have bicycles on multi-use trails, rail trails, and towpaths in seven states--Kansas, Missouri, New Mexico, New Jersey, Pennsylvania, Minnesota, and Wisconsin. They were well used by the public and beautiful designed as to require minimal maintenance. The Prairie Spirit Trail is a wonderful example of community support in Garnett, Kansas and is supported by their newsletters touting scheduled activities and fundraising projects to lengthen the trail. This multi-use recreational trail will: 1--Improve quality of life to the walkers, nature lovers, bicyclist, and joggers 2-- Increase property values for the landowners near the trail 3-- Provide a cost-effective way to increase park space 4-- Be vital for long-term planning and linking existing trails. In listening to issues brought up by nearby homeowners, the designers of the trail can address their concerns of security and privacy through the use of lighting and natural buffer zones. I urge the Metropolitan Area Planning Department and the City Council Members to take action now to preserve this area for a multi-use trail. Yours toward extending Wichita's recreational trail system.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
55	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing concerning the Rails to Trails opportunity that currently faces Wichita government and its citizens. It is my hope as a rural citizen that you take this seldom offered opportunity to provide the community of Wichita a linear park that once gone will never be recovered. Not only can you fulfill your role to the average citizen as expected but you can show the rest of the county where the priorities of this community lie. Hopefully you have not forgotten that when given a choice the city dwellers of this community have shown they want development within the city that improves quality of life on a daily basis and that doesn't distinguish those that can take advantage by how well they can pay to access each development. The trail is a very economical recreational opportunity. The possibilities it offers is tremendous with many both economic and healthy rewards. I hope you chose in favor of the future that you surely must recognize can distinguish Wichita from so many lesser communities.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
56	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Hi, Since I couldn't attend the meeting the other evening, I would like to express my opinion on the bike trails. I ride around 100 miles a week and I prefer to ride on the trails because of safety. I have been shot at and hit once and I have been run off the road by a cement mixer once. I know that I am not in a minority as to this type of occurrences. Bicyclist are considered fair game 100 points for each one that you "get". Naturally I am think of my safety as are the other people who ride. Please think of our safety when considering Rails to Trails! Also for a wonderful vacation go ride the Katy Trail in Mo. Check out their web page on Katy Trail.com.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
57	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to express my support for the rails to trails project especially on the east side of Wichita. I have lived my entire life on the east side of Wichita. (52 years) I am a runner who runs down concrete sidewalks and dodges traffic. When you compare Wichita to places like Kansas City, Colorado Springs, Boulder and most other towns we have very little for running and walking etc. This is especially true for eastsiders. I sometimes drive to the river paths or Sedgwick County Park but these are many miles from the Webb Road area where I live. The discs in my back are worn out from pounding concrete. I wish you could do this project and make a real trail like one with wood chips for walkers, hikers and runners. Anything you could do would be a tremendous thing for the city for the long term. Young people are over weight and anything the city can do to make it more fun for all ages to get out and get exercise would be wonderful.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
58	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I just wanted to let you know that I support the installation of the bike path proposed called BNSF bike path. Please pass this on to who ever can make this happen. Thanks you.



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
59	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I support the Rails to Trails project involving the trails from I-135 to 159th. I am one of many runners/walkers that utilize the bike paths along K-96, the bike path along the river, the paths in Sedgwick County Park, and the sidewalks in Riverside Park. I truly appreciate these paths and sidewalks each time I run them. I am so thankful that I live in a city that provides a place for me to do what I love to do, run. I guarantee that the Rails to Trails would be on my weekly schedule of places to run if it is approved. I can also guarantee that others would be as grateful as I would be, if this is passed. Thank you for your time and help in this project.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
60	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We are in support of the BNSF rail corridor trail for the following reasons: Many people (of all ages) could benefit from the trail by walking, jogging, birdwatching, biking, riding to work and even cross country skiing. Since the trail has been abandoned several years, there are lots of grown trees and shrubs and is a haven for wildlife. This trail would nearly connect or cross some of the existing area trails. This is really needed! It would be great to have a long distance trail on the east side of Wichita that would allow people to walk or ride in town or across town without being on the street. Our family has ridden "rail trails" in Minnesota, Missouri, Utah, Colorado, and Kansas. We have never encountered the vandalism or trash that opponents claim comes with trails. In fact, we find those using the trails are very interested in the environment and are very health conscious. We urge you to support preserving the rail corridor and making this long-time proposal a reality. (Comment Form) I am voicing my support for this railroad corridor in east Wichita. My family rides bicycles as a leisure time activity as well as for transportation. We have enjoyed trails in Minnesota, Missouri, Colorado and Kansas and have never found any problems with trash or vandalism claimed by opponents. In Minnesota a new housing development with up-scale homes had a sidewalk joining the trail to their streets. I feel this is an opportunity the city should not pass up.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
61	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am a runner and mainly run on the streets. There really aren't a lot of other places to run. Other cities that are smaller than Wichita have recreation trails around their cities and towns. It would add so much to the city of Wichita to have more of these types of trails. I wholeheartedly am in favor of turning the old railroad into a recreational trail and will welcome a place to run where I don't always have to worry about being struck by a car. I know it has already been approved more than once yet nothing has happened. Please act now. By doing this you will add to the attractiveness of our city.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
62	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to see more trails developed in this city. It beautifies the city as well as provides a nice place for families to go. Also, trails provide bicyclist and runners a place to ride or run safely. Please consider developing the BNSF RR corridor into biking/running trails. Thanks you.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
63	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

additional comments on record/  
Trail idea upsets some east-siders;  
District Advisory Boards (DAB)  
Rails to Trails; Rails to Trails  
Controversy Comes to Wichita,  
Public Forum April 19.

## Comments

I will be unable to attend the advisory board meeting Mon, 4/-19, secondary to work, however I would like to share my views regarding the BNSF rail line under consideration. I wholeheartedly support converting it to a bike/path/running path. Let me share with you what the existing K-96 path has meant to me and my family. One or all of us use the path at least 5 times per week (year round) for either cycling or running. My 5 year old begs his Mom and I to take him for a bike ride at least once per week on the path. It allows us a safe way to get some exercise and family time away from the perils of traffic. It is well maintained and virtually trash free, except for what the Kansas wind occasionally blows in. We live within 5 minutes of the path and I can't imagine moving due to large part to the benefits of the bike path. The benefits I see of converting the BNSF line to a similar path include: 1) Increased promotion of fitness in our community. As you have heard from recent reports, our youth are getting more and more obese. Lets provide them with a safe area for them to ride their bikes (or rollerblade, or run or whatever) with their families away from traffic. 2) Promotes a better perception of our community. When magazines and new companies rate the best communities to live in, one factor always included is the number of bike/running paths. 3) Economic impact. When there is a good network of trails for people to use, it can be promoted for tourism. My family has traveled and spent money in communities like Columbia, MO and Garnett, KS just so we can go riding on the rails-to-trails there. See how the Katy Trail and Prairie Spirit Trail help their communities at <http://www.mostateparks.com/katytrail/index.html> and <http://www.prairiespirittrail.org/> These trails generate visitors who spend money at local hotels and eateries. 4) My son likes the idea. When I told my 5 year old, Clayton, that the city was considering making a new bike path, and asked him what he thought of it, he was excited about a new area to explore. It sounds corny, but he is the future of our community. Thanks for letting me present my views. Thanks for serving Wichita.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
64	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Please accept this email as support for converting the abandoned rail lines to community greenways under the "Rails to Trails" program. I moved here from Pittsburgh Pennsylvania 5 years ago, and can attest that anytime a new trail was established it was always followed by the construction of expensive homes along it's undeveloped perimeter. These homes were built because the proximity of the greenways increased the value of the immediate area. Furthermore the expensive homes would not have been built if there were concerns of safety due to the trails. I have seen the same effect in Kansas City. All newly constructed trails were soon followed by high end homes. Wichita has made great progress the last 10 years, moving from a cow town, to a modern metropolitan city. I hope this progress continues with the construction of the greenways.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
65	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

My wife and I live in northeast Wichita (Regency Lakes Subdivision just north of 21st and west of Greenwich) and fully support the rails to trails proposal for the old BNSF right-of-way. I don't believe there would be any measurable decline in values of the homes along the trail. If the nay sayers would spend a little time researching other areas of the country that have created these trails, they might embrace the idea.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
66	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I wish to express my support of creating the proposed greenway along the abandoned section a BNSF railway in northeast Wichita. I live in Southeast Wichita and have benefited immensely from the Gypsum Creek Trail. I'm able to use it to bicycle to the south part of town while avoiding traffic! A positive feature of living in my neighborhood! I believe that the city would benefit from this addition to the Wichita Parks and Recreation system. It would offer residents a place to exercise (bicycle, walk, run, skate, etc.) and relax safely away from traffic. It can be used by residents and visitors of all ages. Property values should increase (Benefits: Easy access to the trail, wooded area excellent for walking dogs, situated by a park, etc.) Selling point for prospective businesses and residents. I'm looking forward to this new addition to Wichita!

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
67	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would appreciate any support you can provide to convert the 11 mile rail corridor located on Wichita's east side to a multi-use trail. As an avid cyclist, I am always looking for a safe place to ride my bicycle and this proposed trail would provide such a place. There are also additional benefits in having multi-use trails in Wichita. Several of these benefits were published in a 1995 publication by the National Parks Service ECONOMIC IMPACTS OF PROTECTING RIVERS, TRAILS, AND GREENWAY CORRIDORS, in which I would like to list a few: Property Value Benefit: A study of property values near greenbelts in Boulder, Colorado, noted that housing priced declined an average of \$4.20 for each foot of distance from a greenbelt up to 3,200 feet. In one neighborhood, this figure was \$10.20 for each foot of distance. The same study determined that, other variables being equal, the average value of property adjacent to the greenbelt would be 32 percent higher than those 3,200 feet away. In a survey of adjacent landowners along the Luce Line rail-trail in Minnesota, the majority of owners (87 percent) believed the trail increases or had no effect on the value of their property. Economic Benefit: Trail users of three trail-trails generated a total economic impact of over \$1.2 million for each trail, according to the recent study, The Impacts of Rail-Trails. These trails were used mostly by people living nearby who visited frequently. "Users spent an average of \$9.21, \$11.02, and \$3.97 per person per day as a result of their trail visits to the Heritage, St. Marks, and Lafayette/Moraga Trails respectively." Health Cost Benefits: For every mile a person walks or runs, they will save society 24 cents per mile in medical and other costs. Recreation activities involving exercise reduce health care costs. People who exercise regularly have 14 percent lower claims against their medical insurance, spend 30 percent fewer days in the hospital, and have 41 percent fewer claims greater than \$5,000. These figures were taken from a Corporate Wellness Study for the city of San Jose, Department of Recreation, in 1988. Exercise derived from recreational activities lessens health related problems and subsequent health care costs. Every year, premature deaths cost American companies an estimated 132 million lost work days at a price tag of \$24 billion. Finding and training replacements costs industry more than \$700 million each year. In addition, American businesses lose an estimated \$3 billion every year because of employee health problems. I fully endorse the conversion of the 11 mile stretch of rail bed located on Wichita's east side to a multi-use trail. I would also hope some day that the City of Wichita would convert the entire length of rail bed which extends through Wichita to the West side. In addition, I would also like to see the trail extend to connect the section of trail now under construction by the Non-Profit group, The Prairie Travelers, which runs from 169th Street west through Goddard and onto Garden Plain. Your support is appreciated.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
68	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to express my support of the plan to convert the BNSF Railway bed to a recreational trail. I am a resident in the Lakepoint subdivision and this improvement would provide an excellent opportunity for outdoor biking, walking, etc in an area that is experiencing increased automobile traffic from commercial development. I am in favor of all that you have done to help our city grow particularly the 13th - Webb - Greenwich corridor, and I feel this recreational proposal is a natural extension to maintain user-friendly neighborhood features we can all enjoy. Thank you for the opportunity to comment.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
69	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I think converting the abandoned rail line to a bike path is a great idea. I have been a supporter of the national Rails-to-Trails group and often wondered why that particular section of track could not be used for that purpose. It would provide much needed recreational area, of which Wichita is in need, and would certainly be an improvement over the weed invested eye-sore that it is currently. There is no evidence to show that these kind of trails increase crime in the neighborhoods they pass thru and it does not give access to homes that could not already be accessed by the abandoned tracks. It provides a safe place to ride and bike, that is off city streets and is much safer. Please support this issue. Thank you.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
70	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am very supportive of rails to trails. Facts for the ANTI's to think about: 1) bicyclist are family value types -- not litterers or heavy alcohol drinkers. On trails that I have seen in KS and many other states, it is very difficult to even find one cigarette butt. 2)The BN trail could be a great way to get to all of the great art at WSU via bicycle. 3) Many tourists avoid Wichita and the Midwest because they don't think there are bicycling opportunities here. Let's show them that we care about public exercise opportunities. 4) a trail on top of the BIG DITCH is long overdue! What a great opportunity for tourism. 5) any and all trails make for more opportunities for commuters to declare automobile free days fare more often (reducing EPA compliance matters) 6) In my many bicycle rides over my 55+ years, I have NEVER seen any "GANG-TYPES" riding bicycle trails in ANY state. 7) did I mention that bicycles are nearly silent? 8) Bicyclist REDUCE crime due to their silent, unexpected vigil -- like everyone else --cell phones are common among riders. 9) Bicycling is a sensible fitness alternative that reduces obesity 10) Anger and hostility is almost unheard of among the fraternity of bicycle riders 11) Bicycling is a great way to see the variety of flora and fauna that exists on the RR right of way -- all would be thriving in the absence of motor vehicle traffic. Thanks for reading. Please note that I vote and would support allocation of state gas tax road revenues for "bicycle lanes and roads." Some creative use of nomenclature could do this quite easily.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
71	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rails to trails pathway through Wichita. The benefit to society for recreation and promoting better health is a positive for our city. I urge your support.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
72	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

What a great idea! Conversion of the BNSF rail line to a linear park for use by walkers, cyclist, joggers. Two previous city councils have voted in favor of this little item. What is the deal? Lets start pulling and tugging Wichita into the twenty-first century. All big cities and even many smaller communities embrace linear parks. Kansas is over 99.5% private land. It is against the law to even float a canoe down most rivers (all but three). We need more access to recreational activities. The WaterWalk will be just fine for people who have lots of money or are interested in fancy shopping or restaurants. I am more interested in healthy food, healthy exercise, and clean air. Wichita needs more trails and this is the time for you to step up to the plate and hit a home run. (Comment 1) I think the trail is a good idea. Wichita needs more park Space. A comprehensive system of trails for biking and walking would help relieve some of the road congestion by decreasing cars on the road. Thank you for your time.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
73	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Please preserve the BNSF Railroad corridor from I-135 to 159th Street East.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
74	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We are very much in favor of having a bicycle trail connecting east Wichita to downtown and Andover or Augusta. We live at just north of 127th and Central and frequently ride the Central to Webb road trail along the 96 bypass. Unfortunately the trail is short and goes nowhere. Our bicycling experience has taken us to trails in Colorado, Michigan, Wisconsin, along the East coast, plus several trips to bicycle throughout Europe. These have all offered enjoyable experiences. We have often been asked if Wichita would be a good destination to ride trails since our topography is relatively flat. Unfortunately, we can only recommend the river trail and the short track along the east 96 bypass. Utilizing the abandoned BN railroad bed to make a new trail would add to our quality of life and be real asset to our community.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
75	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	additional comments on record: Rails & Community Sentiment; Rails to Trails Conservancy; Biking, Hiking trail supporters play down crime

## Comments

Comment I am writing to express my support for the proposed eleven mile recreational trail that would run from I-135 along the BNSF railway to the Sedgwick County/Butler County line. The impact of such a trail on the residential and business areas flanking the proposed trail are of the highest priority in my opinion. I would not support any project in my neighborhood that would lower the value of my property and/or increase the rate of crime where I live. Nor would I support this proposed recreational trail if research data, crime statistics, and hard facts indicated increased crime, lower property values, or any other insalubrious phenomena accompanied the building of such a trail. My research on these considerations has resulted in data, statistics, and facts which indicate increased crime in neighborhoods does not accrue when recreational trails are built, and that such trails actually have added to the value of property near the trails. (See the following web site for economic impact data: [http://www.bikewalk.org/assets/Reports/economic\\_impact.htm](http://www.bikewalk.org/assets/Reports/economic_impact.htm)) I have also enclosed a copy of "Rail-Trails and Community Sentiment," a research study relevant to the above-mentioned concerns about crime along recreational trails. For your convenience, I have highlighted with red pencil the parts of the report most relevant to the issues of crime. (This study can be found at [http://trailsandgreenways.org/resources/development/opposcom/tgc\\_commsentiment.pdf](http://trailsandgreenways.org/resources/development/opposcom/tgc_commsentiment.pdf)) So far, I failed to find any objective research data showing a negative impact on neighborhoods through which recreational trails are built. I have found numerous newspaper articles reporting on negative sentiments of residents who live close to a proposed recreational trail. I have included a copy of one such article from "The Detroit Times" as it also contains some data on the actual incidence of crime along recreational trails in 1995 and 1996. (Again, I have highlighted in red pencil the section most relevant to the incidence of crime along recreational pathways.) These data indicated not only is the incidence of crime extremely low when compared with the incidence of crime in general in communities, but most of the muggings that occurred were on only two of hundreds of trails covered by the survey. There was one trail in Boston that accounted for the higher rate of crime on trails in urban versus rural areas. I am a user of the bike paths we have, and have ridden all recreational trails in Wichita. I am proud that Wichita has these trails, and am happy to have my tax money spent on these paths. I strongly support not only the proposed pathway along the BNSF railway, but also support connecting all existing and future bike/hiking trails in the greater Wichita area.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
76	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Public recreation is a healthy and enjoyable way to make a City a better place. I encourage all of you to support the city taking over the abandoned 11 mile road corridor. What a great safe way for us to exercise and enjoy the beautiful outdoors. We could get our children off the streets and onto a safe bike path. This is a once in a lifetime opportunity and we should not let it pass by. People who bought on the rail line and are now complaining are operating under their own self interest. They bought there knowing that a train could go by or anyone could walk by. This recreation trail would allow planning and design and if they want to put up fencing they can. The more people who use an area the safer it is !!! We would all benefit from the City having a citywide network of trails. This addition would allow us to connect existing recreation areas. The people who use the current trails have to plan around the current traffic patterns. This plan can be completed and funded mile by mile and planned for the needs of each neighborhood we would eventually have a great asset for public use. Rail Trail projects have met great success in other places and it can work here for Wichita. I encourage you vote to support this great opportunity and show that you want to do something positive for Wichita.



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
77	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We would like to comment concerning the proposed conversion of the abandoned rail. We are pro, pro, pro. We are in favor of the rail conversion to a recreational path. We feel it would improve the quality of our neighborhood. It will add to the value of our home. Since it is in our backyard, we will be offered another opportunity to be out-of-doors exercising, improving our health. The benefits gained will far outweigh the cost and the negative issues. We feel that a maintained pathway will reduce crime and improve the neighborhood. The abandoned railway is an eye sore and a wasted use of land. It is also a hazard to any that venture on it as it is in poor condition. We are in favor of the railroad lines being converted to a trail for walking/biking etc. We do feel that no motorized bikes/Scooters should be allowed.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
78	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I strongly support the rail-to-trail plan along 17th Street. I support it not only as someone who occasionally bikes along the existing city bike paths but also as someone who daily drives the abandoned railroad track on my way to work at WSU and sees how blighted the area along the track has become. Go ahead with the path!

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
79	61	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Group

## Comments

We as physicians endorse the rail conversion of the BNSF rail line after its abandonment. This green corridor would be a signal that we as a city are truly interested in promoting good health through exercise. On a daily basis, we contend with the ravages of poor lifestyle choices. Obesity is becoming a major part of the health care dollar. With medical resources becoming limited, prevention is the best medicine. This embankment is a step in the right direction and deserves all the support we can garner. The trail would include multiple neighborhoods and benefit a diverse population. It would also connect existing trails. It provides a connection in an urban east-west corridor that if lost could never be recreated. Our feeling is mutual that in the best interest of the city and its health that the rail line become a linear park. (Included are 61 signatures)

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
80	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to strongly support the development of the proposed recreational trail along the BNSF abandoned railway! This would represent a tremendous amenity for our community and would enhance the quality of life for all Wichitans. This is a once in a life time opportunity for Wichita and I strongly encourage the city to move forward on this initiative. The trail provides an opportunity to bring our city together and will result in a stronger sense of community. If we fail it will represent another missed opportunity for Wichita. Although there are several trails in east Wichita we are currently unable to access them as it would require our young children to ride or walk on dangerous streets. The proposed trail would run adjacent to our neighborhood and would intersect several of the existing trails. It is my hope that someday we will be able to enjoy long family bike rides and walks to destinations well beyond our small neighborhood. Some have expressed fears of increased crime resulting from such an amenity. I disagree with this assumption. The experience of many other cities does not support the idea that crime is increased by the construction of a recreational trail. In fact, the experience of other cities would support the idea that greater interaction with individuals from adjoining areas has the effect of binding together separate neighborhoods into a stronger community. A stronger sense of community will ultimately help us work together to solve our problems and build a better city. There are many reasons to support this worthy project! I encourage city leadership to embrace the recreational trail plan and not allow those who live in fear of their neighbors to block a much needed improvement for Wichita.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
81	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health is a positive for our city. I urge your support.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
82	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. We have a wonderful opportunity to make it safer and easier for pedestrians, runners and bikers to get from park to park. It is always nice to travel to a city like Ft. Collins, CO that has running and bike trails through out it's park system and to think that our city is moving in that direction is a wonderful thing for our citizens.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
83	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We live northwest of 13th and Woodlawn in Spring Acres subdivision and are about two blocks from public access to the corridor. Like many - perhaps the majority - of the people at the city hall public forum Monday evening April 19, 2004, we favor preserving the BNSF railroad corridor at about 17th street from the Butler county line to I-135. Since government is already using the right of way, in whole or part, for utility easements and the drainage courses need to be maintained, it is reasonable, consistent with federal, state and local law, to preserve the right of way for recreational purposes for the entire community and thereby improve the quality of life in Wichita and afford greater safety to walkers, bicyclers and other users. We think a quality corridor should enhance property values. While it is very important to be understanding and respectful of the concerns of those opposing the corridor preservation, it seems that many of those concerns can be addressed and resolved in some degree during corridor development and we hope that further comment will be invited as plans are made. Our recreational use we might have mentioned during the comments portion of the meeting, had there been more time, is to point out the recreational value of the corridor in winter when Wichita receives those rather rare multi-inch snow storms. We enjoy cross county skiing and, during the needed combination of enough snow, cool temperatures and some free time, we do like to ski around our subdivision. With the right of way preserved, from our home we could ski to the corridor without crossing a busy street and ski at least a couple of mile, and much further if we crossed the arterial roads. Other's might like to snow shoe or sled. In other seasons we would expect to use the corridor for dog walking and possibly biking. Motorized vehicles should not be allowed. Even if preserving the corridor right of way and initially developing a paved trail can be accomplished for a relatively low cost, the city should expect that further improvements will cost much more. Through a combination of public and private funds that could be money well spent depending upon the improvement. We hope the City of Wichita and other governmental units will avail themselves of this opportunity to preserve the BNSF railroad corridor for recreational use.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
84	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Comments submitted also in behalf of Kansas Department of Wildlife & Parks

## Comments

This letter is in reference to the legal publication in the Wichita Eagle on April 1, 2004 regarding the intent of the Burlington Northern Santa Fe Railway Co. to abandon right-of-way for 11 miles in E. Wichita. In Feb. of 2001 my wife and I moved to Wichita and purchased a home near 13th and Woodlawn. Each day we both cross this r/w going to work and back. Many times I commented on how nice it would be to preserve this r/w for public. My preferred concept is to use it as a public transportation corridor in the future. After having watched the KC metro area struggle, bicker and fight over the light rail for the past 25 years with no results, I assume such use may be a long way into the future. In the meantime, however, it appears perfect for greenway. A walking, biking trail developed with low maintenance vegetation, native to this area seems very appropriate. Wichita seems to have a fascination with trees, many not native to KS. I submit that this could be one greenway with something more native to the area. A good prairie mix of grasses and wildflowers, with minimum mowing would be excellent. The cost will not be cheap as "below" or "above-grade" crossing of the main thoroughfares will be necessary. This could be done in phases. We read daily about the "slam-dunk" kinds of projects proposed for Wichita: Water Walk, Bass Pro, Boeing etc. My perspective is, that nothing creates a more livable city than greenspace, located where all citizens can access it. Please do not let this opportunity slip away. We (the City) lost 160 acres of beautiful "parkland" when Raytheon sold on the NE corner of 13th and Webb. I'm really impressed, so far, with 3 more "chain" restaurants, and the prospects of more "upscale" businesses and medical buildings as everyone continues to flee downtown. Once again, I think this is a great idea. I think grant funds for development, should be available from "Rail to Trails" and I look forward to the meeting on the 19th to see what the rest of Wichitans have to say. Thanks for the opportunity to comment on this proposal. (Comment 2) The April 1, 2004 edition of the Wichita included a public notice from the MAPC to announce a meeting and request comments on the City of Wichita plan to convert 11 miles of the abandoned BNSF railway in NE Wichita to public use by preserving under the Rails To Trails Act. This is an excellent idea with two fine objectives: preserve the corridor for future use as a mass transportation corridor (light rail) and, in the meantime, develop as a unique greenspace. The City of Wichita has a fascination with planting trees, in many cases trees not even native to Kansas. I would like to see this greenspace be devoted to a trail bounded by minimum maintenance, prairie re-establishment with grasses and wildflowers. Mow only the bare minimum for trail use by walkers and bicyclists. Urban sprawl carries a very negative connotation, yet it continues across the U.S. at an alarming rate. Preserving some greenspace should be paramount for a City of this size and thought should continue to be given to using this corridor as a great place to start Wichita's public transportation program of the future. It won't be cheap, but hoping for businesses and attractions located downtown is useless if no one wants to go there to work or play because of automobile traffic and parking shortages, which are truly unavoidable. Please let me know if the Kansas Dept. Of Wildlife and Parks can be of assistance in the development of this plan.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
85	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

As a current District One resident and former District Two resident, I strongly support the conversion of this rail line into a recreational trail. Having bicycled recreational trails in many states I have continuously been impressed by the lack of trash and the revitalization of the adjacent areas. Businesses develop to cater to the trail users. Housing becomes more desirable next to the trail and nearby housing developments often construct sidewalks to access the trail. Other than bicycles, the primary trail users seem to be walkers, joggers and stroller moms. Trails are safer, car-free path for kids on bicycles. This proposed trail in Wichita would be a great way for kids to bike to Wichita State University for their music lessons and sports events. Just like this proposed trail, most trails start with some adamant opposition. In the end, they become a win-win proposition for everyone. Monday night's meeting allowed people to present their views on the proposed conversion. Although I agree with those who want a safe backyard for kids to play in and privacy for their gardens and parties, I cannot figure out what those people were thinking when they bought a house with a railway in the backyard! I cannot think of a potentially more dangerous thing for a curious kid than a train whizzing through the backyard, not to mention the potential of sparks flying off the wheels to start fires. Since those residents were willing to assume a high risk then; they really do not have much of an argument now. Many trails are open only from dawn to dusk. This could be an option to consider for this trail and allow for private backyard parties. City trails can also attract tourists. Just recently, my husband received an e-mail from one of the bowling tournament participants asking about the city bike trails. My husband and I have planned whole vacations to bicycle converted rail-trails. We have also included biking urban recreational trails in conjunction with business trips. Needless to say, we leave a trail of dollar bills behind as we explore wonderful places, restaurants and shops. The best option for this recreational trail would be for the City of Wichita to pursue the conversion of the rail line to a recreational trail instead of leaving it to a private entity to develop. The city has a great planning department and vast resources. They can direct this project better and get it completed on schedule. A private company may fail, leaving an eyesore behind or may take many more years than necessary to get the project done. It is only fair to those adjacent homeowners with already nice backyards and fears of the trail to see that the job can be done well and is under the control of the City. With an 80/20 split for funding, this linear park will also be a bargain. This is a great opportunity for the City of Wichita and the people who live here. Don't blow it!

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
86	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in regards to the rail to trail plan. We previously lived at Maple and Maize Rd and use the Sedgwick County Park every weekend for roller-blading and biking. We moved to the east side of town and found no place to blade or bike that compared to the Sedgwick County Park. I realize that this is different from the park, but would be a beautiful, peaceful and safe place to enjoy outdoor activities. I hope that the City will convert an eyesore into something that is a great place to be outdoors. Wichita needs as many outdoor places for exercise and enhancement of quality of life as we can get.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
87	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We wish to thank you in advance for your interest and effort to "bank rail" the BNSF corridor for recreational use. There is an active and growing rails to trails system crossing the US. Both coasts have many trails completed and maintained. Many connecting rail trails are making progress to connect across the country. As center America, USA, we need to be apart of this cross-country network. Thanks, again, for your efforts on this behalf.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
88	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We are writing regarding the proposed rail-to-trail plan for the eleven mile abandoned railway in Northeast Wichita. Both my husband and I think it would be a tremendous improvement having the abandoned rail-line refurbished and made into a recreational trail. Kansas is sadly lacking in areas where its citizens can safely pursue walking jogging, bicycling and such, and to utilize the vacant rail path would be a great help to solve that problem. Our family residents in Goddard, and we recently experienced a rail-trail issue for the abandoned line that runs through our town. The opponents used the same argument about increases vandalism, but we believe that argument is completely invalid, as we are not talking about creating a new path, but one that is already in existence. If the trail that was formerly used by trains causes a potential for increase crime that potential already exists. By making the path suitable for walkers, runners, cyclist, etc., the increased usage actually provides a deterrent for vandalism and crime as they are more people around to witness such acts. If you make the comparison of an abandoned rail-line to a vacant building, you can see that the potential for crime, such as theft and vandalism is great. However, if you improve the building and the people are using it, the likelihood of crime greatly diminished. People who reside in towns such as Ottawa and Garnett where there has been a rail-trail conversion say that it has not brought an increase in crime, but rather, has become a unifying tool for their communities. A place where families can safely pursue recreational activities and enjoy the beauty of nature within their own town. We have family and friends who have traveled from as far away as Oregon to enjoy the Katy Trail in Missouri. This rail-trail has the same potential to be utilized not only by members of its own community, but to potentially bring tourism and add to the economy of the area. We believe that when you weigh the potential for the positive things that a rail-trail would bring to the community, the only recommendation to be made to the advisory board is to support the rail-trail plan. Thank you for your consideration of this matter.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
89	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

As one of those living in the northeast area that you represent and as one who lives within a mile of the proposed rail-to-trail pathway, I want to register my enthusiastic support of the project. As you may be aware, my general inclination is not to favor government outlays beyond the constitutional mandates of protecting life, liberty and property and providing the essential requirements of streets, sewers, water, etc. The rail-to-trails project, however, will provide a very valuable and relatively low cost amenity to all the citizens of Wichita. The trail will also serve as an economic development multiplier as more Wichita Citizens remain in Wichita on the weekend for recreational activities and thereby spend more of their recreational dollars here. In addition, the trail has the capability of bringing outsiders to Wichita for the trail experience. I and a number of other Wichitians and other Kansas converge annually at some location in Kansas to experience a weekend on bicycles. Our experience on the 20 mile rail-trail from Ottawa, Kansas, was very enjoyable and yielded to that economy a significant number of motel stays and restaurants sales. I believe that the concerns of vandalism and littering or criminal activity is largely unfounded since most bicyclist and hikers are much more ecologically aware than the average motorist, and most criminals are unlikely to walk or bicycle to their point of crime, and will find carrying burglar tools or carrying away their loot very inconvenient on foot or by bicycle. The rails-to-trails project looks like an excellent way to provide a major new recreational and tourist resource to Wichita. I hope you will vigorously support it. Thank you.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
90	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to express my support for the plan that would convert the abandoned rail line through northeast/downtown Wichita into a recreational trail. The recreational trail would be a fantastic addition to the City of Wichita. I have listed a few reasons why the trail would be a good idea for the City of Wichita, along with some rebuttals of some possible objections. Will provide easy, cost-free access to a fitness trail. The new trail will aesthetically look much better than the current rail line as trees are better than weeds. Should help Wichita combat label as "One of America's Fattest Cities". The trail would be used by individuals and families to lose weight, or just stay in shape. The trails in Sedgwick County Park are an example of how "If you build it, they will come". The current bike/walking paths are spread out over the city and are either too short, too centrally located, or are not connected. The trail would bring additional sales tax revenue into the city coffers as residents of surrounding towns (such as Andover) would ride, run or skate into the city and spend money at local establishments for refreshments. The trail would also bring in additional sales tax revenue as people would purchase more running/walking shoes, fitness apparel, bicycles than what they might without the trail. Although the trail will go through several high-end neighborhoods, talk of the rail-to-trail plan is not new and the developers had full knowledge that an abandoned rail-line existed before construction. Voicing complaints about improving the rail-line in worse than those who build next to property that is zoned light commercial and become outraged when a gas station is build in their "backyard". While it is a fact that those who back up to the trail will have more pedestrian traffic, claiming that the trail will be a conduit for vandals and criminals is simply a tactic to create fear and opposition to a project that will prove to be an asset for the greater Wichita area. Please consider the following: If a criminal wants to commit a crime they will typically make sure the chance of being seen is minimal. Currently, the rail line is abandoned and a vandal or criminal most likely would never be seen as there is zero pedestrian traffic and significant overgrowth. The trail would provide more pedestrian traffic and the tall weeds and brush would be gone. There is a smaller bike path that winds around the back side of the Tallgrass development and I do not recall reading any reports about a rash of vandalism or crime as a result of this trail. Criminals know where the high-end homes are now. A trail is not going to provide a map that doesn't already exist. A car is much faster than walking, roller-blading, or riding a bicycle for access and get away, so perhaps all streets leading to neighborhoods deemed to be "high-end" (translated as "more important" than others) should be gated, or guarded by the Wichita Police Department. The land the trail will be located on is owned by the city and should be available for use by the entire city. The voice of a few citizens should not override the enjoyment this trail would provide to the many. If the idea of a trail is not appealing to those who live along the site, perhaps the city should propose reopening rail traffic through that corridor. Please feel free to contact me if you would like any additional input.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
91	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We strongly support the city project to convert the unused railroad tracks to biking and walking trails. We currently use the bike trail along K96 and are disappointed that this trail is so short. The anticipated cost of \$600,000 will be a bargain to Wichita and will help to promote this community as being healthy and environmentally friendly. I am aware that the Rails to Trails program has been extremely successful in other communities and am delighted that this is being strongly considered in Wichita. Please put us down as a definite yes.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
92	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health is a positive for our city. I urge your support.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
93	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in support of the conversion of the abandoned BNSF rail line crossing through Wichita into a trail to be used for biking, running, walking and more. Wichita's current city officials have an opportunity to leave their mark on the improvement in the quality of life here in Wichita. Numerous studies have backed up the claim that trails such as this one improve property values for adjacent landowners. The diverse cross-section of constituents you will serve by approving this trail is impressive. By approving this trail you offer a means of transportation across town to many citizens. You provide traffic-free biking and running routes, thereby reducing the danger of accidents on city roads. You will be providing a place where Wichitans can get out in the fresh air and gain peace of mind and physical activity without a hefty health club membership to go along with it. Wichita cannot offer mountains or oceans to its citizens. But, by approving this trail, you will pave the way for an amenity this city can be proud of. I encourage you to make a difference for all of us and vote in favor of this trail!



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
94	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in support of the conversion of the abandoned BNSF rail line crossing through Wichita into a trail to be used for biking, running, walking and more. Wichita must keep us with other cities of its size in providing trails such as this for its citizens. This is the right thing to do and an excellent opportunity to raise the bar for this city. For whatever reason, Wichita has failed to approve or provide funding for greenways such as this. Virtually every other city its size can boast a greenway of some kind. The tiny town of Cheyenne, Wyoming has provided its citizens with a beautiful trail that runs through town, under overpasses and on out to the countryside. Come on Wichita, get with the program! You have a golden opportunity to make a positive difference. Vote in favor of this proposal!

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
95	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I recently read in the paper that you wanted input into the rails-to-trails plan. I am whole heartedly into having the city go ahead with this plan. This is a win-win situation, it allows the population to use this land for hiking, biking and outdoor activities for all ages. This can also be utilized by the handicapped which is sometimes quite rear for our outdoor facilities. The idea that this will bring more crime into the community is not true at all and just the opposite has been proven to be true. After completion usually the areas are nicer than before and the communities are usually very pleased. Please vote to approve this plan. The fact that the city will only have to pay a small amount of the total cost is also a plus.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
96	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We are writing to indicate our support of the proposed recreational trail through east Wichita. As residents who enjoy all outdoor activities such as running and bicycling, we think that any additional places to participate would enhance the quality of life in Wichita.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
97	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

You are discussing the possibility of a east-west exercise trail using old right-of-way on 13th. This is an excellent idea. The other trails, such as along the river and in Sedgwick county park, have been heavily used since they were built. I personally must have walked, jogged, ridden, biked and roller-bladed roughly the circumference of the earth on those trails. They are a wonderful asset for our city. By adding an east-west trail you will be creating a link between the north-south trails and providing the public more opportunity to get healthy exercise and enjoy our city. With all the concern about obesity and the lack of exercise in our society, this is something you can do that will help fight the epidemic. Please move forward with the project.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
98	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am thrilled with the thought of making the abandoned rail tracks into a recreational trail. I have wanted this for years. The path around 96 is terrific but to get to it on a bike or walking is not safe. Where do we park a car at the cemetery? I find it interesting in other cities where we have lived, bike paths are such an amenities and selling feature. While I am writing-I find it very interesting the city of Houston as well as other large cities are totally removing all billboards within the city limits. They are such an ugly feature of our city. Thanks for all you do.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
99	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I think it's a great idea. I don't live in any of the areas that will be affected, but I know how important the trails and parks along the river are to me in my Delano neighborhood. I am very willing to share them with "the public." The project will provide recreation and beauty along the entire route. The opponents who say it will increase public traffic and possibly vandalism apparently don't mind going to other areas for their outdoor recreation. Using the logic, the parks in Riverside should all be closed or restricted to neighborhood residents only. I can't imagine anyone ever objecting to Botanica on the grounds that it increases public traffic and added risk of vandalism!

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
100	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive for our city. I urge your support.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
101	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive for our city. I urge your support.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
102	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive for our city. I urge your support.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
103	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive for our city. I urge your support.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
104	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in support of the proposed Rail Trail project. I truly believe that the residents of Wichita will benefit tremendously with a conversion of the unused railroad tracks. I speak for my family and friends when I say that we would utilize the trails. We will be able to enjoy the outdoors on a more regular basis given the convenience of having access in our own backyards. With the increased attention to the importance of physical exercise and nutrition, this would send a supportive message to the residents of Wichita, that the city is behind us in our efforts. The City of Wichita will benefit with healthier and happier residents, just by helping to make it easier for us to get some sunshine and fresh air. I am an avid exerciser that enjoys biking, walking, and running outdoors. As it is today, there are not many places to ride bike for many miles, with out leaving the Wichita area, and even then you have to ride through heavy traffic to get out of town. There are many local cyclist that do not enjoy riding in the heavy traffic that the city has grown accustomed to. With the proposed Rail Trails, we will be able to ride out of town with much greater ease and less danger. Please seriously consider the project for the benefit of all of Wichita. There are other cities throughout the United States that have converted their unused Railroad tracks to trails for the benefit of the people. If you need more evidence of the benefits, or for more information, please visit [www.railtrails.org](http://www.railtrails.org).

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
105	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am very excited about the proposed Rail to Trails plan and hope that we can use the defunct railway track for recreational proposes. These conversions have been very successful in other towns and cities. Please make the trail available to horses and riders too. There aren't many places to ride in this area and I always have to make long hauls away from Wichita to enjoy rides with my horse. This would be a beautiful location to enjoy riding without making such a long trip. There is quite a horse community in this area who would love to use this trail. If the trail is to be 100 feet wide, I wondered if there would be room for the horses to ride at the side of the footpath, maybe a gravel track, that way the footpath would be clear for the walker, joggers, bikers and other users. I do hope you will consider this proposal for the horse-riding community.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
106	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive for our city. I urge your support.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
107	34	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Group

## Comments

We are writing in support of the trail-to-trail plan. We would greatly benefit from the proposed trail and would use it often. We feel that it would greatly enhance our city. Thanks for your time.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
108	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am in favor of preserving the BNSF Railroad Corridor for Alternative Uses. This Corridor presents a wonderful option for bicycle riding, hiking, and other activities where the public does not have to worry about automobile traffic. Making this a public use area without motorized traffic will be a tremendous benefit for people living in this area. In Kansas we have too few public areas for people to use. Let's take the lead in Wichita and make this BNSF Railroad Corridor a pleasant and safe trail for bicycle riders, hikers and others who are interested in an area where we can exercise without motorized traffic. P.S. I moved to Goddard three years ago so I could ride my bicycle on the country roads without all the traffic that I faced living in Wichita.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
109	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We are Senior Citizen Taxpayers living in North East Wichita. We pay taxes to support the Airline Subsidies, Waterwalk, Bass Pro Shop, Coliseum Renovation, Exploration Place, Downtown Arena (if built), and many other projects for which we have no need or interest and so do not use. Maybe it is time for the City to do something for the older citizens of Wichita like the Rails for Trails Project. We would welcome a nicer place to bike and walk for exercise. Please support this project.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
110	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

World Impact is a non-profit Christian mission organization located at 3701 E. 13th in Wichita, on the site known years ago as Gardner Plaza Apartments. We are an "adjacent property owner" to the BNSF Railroad Corridor, which a common boundary of about 800 feet. World Impact enthusiastically supports the "rail-to-trails" proposal because we believe it will be a valuable improvement to our neighborhood as well as to the entire city. The abandoned rail line has been an occasional conduit for trespassers upon our property, and we would expect that a frequently used park trail would reduce this problem for us. We do, however, have two requests associated with our endorsement of this unique opportunity for the City of Wichita. 1. We urge the City to remove the railroad tracks and crossing lights at the 13th Street crossing (and the other arterial street crossings) as soon as possible. School buses and certain other vehicles are required by law to stop at railroad crossings. We have witnessed multi rear-end collisions and near collisions because of these unexpected stops within the flow of heavy traffic. Our opinion is that a required stop at abandoned tracks is a traffic hazard in itself. 2. Along Roosevelt Street, there are two drainage penetrations of the track embankment that drain run-off from upstream (much from McDonald Golf Course) onto our property. The southern drain is identified on the city web site (fig. 4.2) as a 3'x3'x27' box culvert, which drains into a small ravine on the southern end of our property. It does not cause problems for us. However, the northern drain is an 18'x32' RCP, which for many years has channeled run-off into the middle of our complex onto the surface of Gardner Street as it flows toward the Frisco Ditch. This is a significant winter hazard for us, because runoff freezes into a rather wide sheet of ice on Gardner. We respectfully request that, during the rails-to-trails design phase, consideration be given to plugging the northern drain pipe and re-grading a short segment of the ditch between Roosevelt and the tracks so that all upstream run-off flows south to the box culvert. (this would follow the slope of Roosevelt.) We would truly appreciate this change. I would be happy to discuss these points with you or your representative. Thank you for the invitation for public response.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
111	4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Public recreation is a healthy and enjoyable way to make a City a better place. I encourage all of you to support the city taking over the abandoned 11-mile railroad corridor. What a great safe way for us to exercise and enjoy the beautiful outdoors. We could get our children off of the streets and onto a safe bike path. This is a once in a lifetime opportunity and we should not let it pass by. We would all benefit from the City having a citywide network of trails. This addition would allow us to connect existing recreation areas. The people who use the current trails have to plan around the current traffic patterns. This plan can be completed and eventually have a great asset for public use. Rail Trail projects have met great success in other places and it can work here for Wichita. I encourage your vote to support this great opportunity and show that you want to do something positive for Wichita. (

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
112	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I did recently attend the public meeting regarding the railroad corridor proposal. I own land adjacent to the corridor on the south side at 159th Street. If there were an abandonment of the corridor, I would certainly stand to benefit from the gain of additional land, which would have some notable value. However, I am sending this note in favor of preserving the railroad corridor for the greater good. I feel that the preservation of this corridor and utilization for proposed recreational and utility purposes would be highly advantageous. I see the ability to preserve the corridor as a tremendous opportunity for the city and would strongly encourage the city to move forward with preserving the corridor. If the corridor were abandoned, I think the future generations would look back with disdain at a significantly missed opportunity. If the opportunity is lost, there is no reversing that type of decision. If abandonment were pursued, then any further generations would have to pay many multiples of the current potential costs in order to connect the existing bike paths and parks. I speak strong in support of preserving the corridor.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
113	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I live in Savannah East, which is approximately 143rd and the abandoned railroad tracks. My home which is approximately 100 feet from the tracks and is separated from the tracks by two lots; although, the common area extends from the tracks to my yard along the bank of a pond. My wife and I strongly support the Rails to Trails project. We are familiar with Rails to Trails projects in California and elsewhere, which have made wonderful personal use of corridors which are enjoyed by everyone. My wife and I regularly use the current bicycle paths along K-96, and this would facilitate our use. We believe that improved trails such as this improve a sense of community and enjoyment to everyone around.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
114	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in support of the rail-to-trail plan. As a bicyclist I have had many close calls on Wichita streets. A trail would greatly increase safety to bicyclists and greatly enhance our city. Newcomers to Wichita often complain about the lack of safe exercise options in Wichita. Please pass the rail-to-trail plan. Thanks for your time and consideration of this important trail.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
115	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Public recreation is a healthy and enjoyable way to make a city a better place. I encourage all of you to support the city taking over the abandoned 11-mile railroad corridor. What a great safe way for us to exercise and enjoy the beautiful outdoors. We could get our children off of the streets and onto a safe bike path. This is a once in a lifetime opportunity and we should not let it pass by. We would all benefit from the City having a citywide network of trails. This addition would allow us to connect existing recreation areas. The people who use the current trails have to plan around the current traffic patterns. This plan can be completed and funded mile by mile and planned for the needs of each neighborhood we would eventually have a great asset for public use. Rail Trail projects have met great success in other places and it can work here for Wichita. I encourage you vote to support this great opportunity and show that you want to do something positive for Wichita.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
116	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive or our city. I urge your support.



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
117	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to express my support for the proposed eleven mile recreational trail that would run from I-135 along the BNSF railway to the Sedgwick County/Butler County line.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
118	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to express support for the Rails to Trails project that I read about which runs roughly along 17th street from Butler County into the City of Wichita. I am a supporter of any walking trails either suburban or in rural areas. It is difficult to find long trails with parking in Kansas and if properly promoted could add interest to the city and county tourists. I walk frequently in the winter and summer mostly for exercise. Also I would like to add a little about my experience with trails. I live in a developed area in far east Wichita called Timer Lakes which is in the area of 143 street east and Harry. Several years ago I tried to implement walking trails on the extensive commons of Timber Lakes. I carefully mapped several possible trails and their distances and even placed signage to direct trail users where to go. I received support from many including the Homeowners Association but there were a few homeowner along the commons who did not like the idea. I was even greeted by an unpleasant elderly woman one morning while placing a trail sign and she expressed her dissatisfaction with the idea and that there wouldn't be a sign place near her property. In the end the adjacent homeowners who did not like the trail idea eventually pulled down the trail marking signs in Timber Lakes and the Homeowners association would not approve anything but a grass trail making it impossible for trail-walkers to identify a walking area. It was a failure although a trail map in the homeowners phone book was published. I suspect a trail such as the Rails to Trails project may experience similar opposition. I will say that a trail such as this would be an asset to the city and county. It would be a great addition to our cities pleasure time activities for local residences and tourists. We are a little short of those here in Wichita. Also, I suggest looking to other cities for successful trails to see how they are built and managed. Sometimes for the better of the whole, some property owners have to adapt to some changes. Thanks for listening.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
119	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

What a rare opportunity to have a crucial connecting link to our city's bike path network! Celebrate Earth Day by promoting Wichita's own human-powered transportation network! This rail corridor must be converted to a bike (and other pedestrian use) trail. The federal transportation funds are there to pay for most of it. The existing K-96 northeast bikeway could then have a vital linking central corridor to the downtown area. It also would officially connect the south half and north half of the K-96 path that, curiously was divided and dead-ended by this NBSF rail line when it was active. Further, it would connect the I-135 corridor bike path as well. Isolated public comments and fears about vandalism are greatly overblown. My experience with other rails-to-trails projects and other urban and suburban bike trails (Kal-Haven trail, Michigan; Creek Turnpike & Riverside path, Tulsa OK; Greenbelt Park, greater Des Moines IA; Cowskin Creek, Hutchinson KS; Ark River path, Wichita KS) is that the regular users effectively monitor a police the trails. Simply, residents near the trails use them and protect them. Bike-hike-walk friendly homeowner chose to live near or next to them for the improvement they (trails) bring to their quality of life. Please help support major improvements to the Wichita-Sedgwick County bike trail network. There will never be an opportunity like the BNSF corridor.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
120	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I strongly support the City of Wichita developing and maintaining the BNSF corridor as a ten-mile linear greenway. I attended the public meeting April 19, at the City Council Chambers of Wichita, and was very pleased to see the board support this linear greenway has. It really seems like a win-win situation for everyone - even the adjacent landowners - with enhancements to their property over an, otherwise, abandoned eyesore. I think that rail-to-trails are a proven concept, with good community support, and the MAPD should proceed with their plan. It has the support of the City Council and the Metropolitan Area Planning Commission. (The latter according to the Wichita Eagle article, 6/6/00) The Park and Open Space Master Plan Wichita-Sedgwick County, Kansas, September, 1996, showed that citizens support investments in trails. "Overall, the respondents primarily supported further recreation facility investment in bicycle paths and picnic facilities (51.2% For Bicycle Paths and 40% For Picnic Facilities). This demand confirms the standards analysis which indicates that Wichita has a deficit of at least 88 miles of trails (includes hiking, biking, and jogging trails) and 129 picnic shelters." (p 40)

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
121	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I attended the MPAD session on Monday, April 19, and listened to quite a few people express their opinions about the wisdom of converting the railroad right-of-way near 17th Street to a bicycle/walking trail. I appreciate the opportunity you provided for public comments but I don't feel the need to take up more of your time by speaking myself. I do, however, want to voice my full support of the rails-to-trails concept in general and for this project in particular. I have worked on 13th Street in Andover since 1975 although I have continued to live very happily in Wichita. I commute by car or bicycle depending on the season among other factors. During almost two decades of occasional bicycle commuting, I have almost been hit by cars more than a dozen times. My defenses include two rearview mirrors, a flashing rear taillight, and even an orange flag on a five foot fiberglass pole which makes me look like an absolute geek. And still I end up with an unfortunate level of adrenaline in my system on a semi-regular basis. The railway conversion will help me choose bicycling over driving much more often. As a result, I will put less wear and tear on Wichita streets, less pollution into Wichita's air, less demand on Wichita's healthcare system, and pay taxes for many more years. By the way, I pay taxes on two houses in Wichita and will not lose one night's sleep over how those dollars will be spent as the result of a wise rails-to-trails investment. My property will be more valuable as Wichita increases the choices for recreational activities and commuting options. I look forward to throwing the orange flag in the trashcan and safely riding along a paved rail bed on my regular commute to and from Andover. Thank you for considering an action that might save my life and, at the very least, will help me shed the geek image. (e-mail) Thank you for informative presentation on Monday, April 19 and thank you for keeping an option alive for public use of a valuable asset. There were so many speakers that I didn't think it would add much to voice my support of the proposed bicycle/walking path. However, I did send a letter listing several reasons for my support. I just wanted to voice my appreciation for the work that your department has already done. I have lived in Wichita since 1973 with the exception of 2 1/2 years living in rural Northern California. Although there were some great bike trails and BIKE RACKS ON EVERY BUS, I have to tell you that Butte County California was not as progressive in their thinking as you have been. Thank you for your good work and forward thinking. Please pass my appreciation on to your co-workers.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
122	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

The 11-mile recreational trail should definitely be approved for construction for two reasons. First, and the most apparent, is that what does an abandoned railroad track do for the city of Wichita. Absolutely nothing. Build a beautiful recreational trail along the right of way and add value to this community. Secondly, less apparent but a far more important reason, is that the city of Wichita and its residents need a big punch in the arm or a big, strong cup of coffee. My wife and I moved to Wichita nine months ago from Houston, Texas and have found that this city has qualities which million of people would cherish if they knew what existed in this Kansas town. It has great people of extraordinary values and principles, an underrated educational system, clean neighborhoods and low crime rate. Basically, Wichita commands a high quality of life. But one thing we have quickly learned about Wichitans is that they have low self-esteem. We are a smart couple but we cannot figure this one out. Wichita has so much going for itself but yet native Wichitans, which is almost universal of the people we meet, do not have that "can do" attitude. People actually try to find reasons "not" to do something, or that Wichitans place emphasis on issues that are relatively insignificant. A blue roof on a pumping station here, a billboard at a busy intersection there, a super Target in my neighborhood? All are legitimate concerns that must be addressed but please, let's get a move on here. Fix the problem and get on down the road. I don't think one of the problems I just mentioned have caused many sleepless nights but one new to the community would think that they are tearing this town apart. This brings me back to the recreational trail. Houston has trails all over the place going into and out of affluent, middle class, and low income neighborhoods and for one who has lived in Houston for over 24 years and who is a news junky, I cannot recall one instance where property values were eroded or where crime was ever clearly associated with trails. Personally, we live only hundreds of years away from the abandoned railroad track and I have absolutely no concern that this trail will affect property values or increase crime. I am already paying property and local sales taxes so I am putting my money where my mouth is but I will go a step further; call me; I will volunteer my time to devote to the development of this project.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
123	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am strongly in support of the rail-to-trail plan. Although there are many reasons, one of the strongest, in my opinion, is that Wichita has fewer amenities to offer than most cities. We have chosen to live in an area without mountains and with limited water recreational areas. A bike and walking trail through the city would be a tremendous asset to bringing folks into Wichita and keeping them here. In addition, it would be silly not to take advantage of the financial assistance. Finally, the argument that the trail would be a corridor for possible criminal activity is even sillier. They already have a corridor for possible criminal activity - it's called a street. Please support the rail to trail plan. It will help the central part of Wichita stay more vibrant.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
124	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

My wife and I are very much in favor of preserving the BNSF Railroad Corridor as a trail used for bicycling, hiking, and running, I also think this trail would be just the thing for cross-country skiing in the winter months.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
125	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I think that turning abandoned rails into biking, hiking, rollerblading and walking paths is a wonderful opportunity to provide the residents of Wichita and its visitors with a way to exercise and have recreational activities, and make good use of space that right now is being wasted. I can't wait for the trails to be finished to be able to go with my husband and enjoy a nice walk and maybe ride a bike. We can not afford to pay the fees of a gymnasium, and having the trails close to our home would provide us with a very enjoyable and free way to exercise to keep our bodies and our minds healthy. It is not necessary for me to reiterate the indisputable need for people to exercise to have good health and prevent many diseases. At the same time, the trails will beautify our city and increase the value of the properties that surround them. Is vandalism a threat to the current parks and trails? I don't think it is to such extent that would make a strong argument against transforming the rails into trails. About the public traffic going through the neighborhoods; make some friends! Improve your back yard and be proud of it! Both activities will give you a better life!. I feel strongly about this, please build the trails and we will go!

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
126	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in favor of the proposed new rail to trail plan. I have been biking for over 25 years. For many years riding 5-7,000 miles a year and commuting from northeast Wichita to my office near West Street and Kellogg. In addition I have taken many vacation cycling trips. I have ridden bike trails in southeast Kansas, along the Missouri River in Missouri, Colorado, Minnesota and Wisconsin. I have never been on a trail that was littered with trash nor have I witnessed any criminal activity. It seems like that type of thing is not in the nature of bikers or hikers. Many of them are active ecologist and quite active in improving the environment. The trails I have been on have only improved the areas through which they pass and in some cases have revitalized the areas. This is especially true of many towns through which the Katy Trail in Missouri passes. I think it would be a terrible idea to not take advantage of the available free land and the possibility of federal funds for construction. Our available trails especially the river trail are nice but we have nothing that extends out in rural areas.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
127	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

What a great idea. Just think of the boom to tourism. People who love to bike would come from far away to go on >>heck an opportunity to hop off the > at the Waterfront >>>. I sincerely hope that this plan is enacted A.S.A.P. It could be as close as we can come to a "Boardwalk" for the Midwest, just don't put up any of those darn Bill Boards.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
128	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Hooray for the city if you build the path on the 11-mile railroad tracks! Cheap! Federal money helps! Trees, bushes, eliminate an eye sight! Healthy recreation for our youth and exercize-needly adults. Quality of life! Wichita made better! Do it!

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
129	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

As someone who lives in the downtown area and rides a bicycle frequently for exercise and pleasure, I was very excited to hear about proposed plans for the rail-to-train project through east Wichita. Our son lives on the east side of Wichita and there is absolutely no convenient way to ride to his house. My husband and I ride the bike paths all over the city, and think that the east path would be a wonderful means of connecting even more of the city. Too many people hide in their homes, using remote controls to raise their garage doors to leave and enter their homes without ever having to step outside, where they may be contaminated by other people. I'm amazed at how few people use the current paths available. What a great means of meeting others while moving your body off the couch for a while and getting some fresh air. I know that a lot of people are concerned about vandalism and people out there who mean others harm. But if we had more families out biking or rollerblading or just walking together, others wouldn't feel as safe to harm the lone walker or rider. Sometimes I honestly have felt safer walking the streets of NYC than walking along our river. Back to my original point -let me know how I can help make the path a reality.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
130	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing in support of the proposed recreational trail through east Wichita. I am very pleased and excited that the City is pursuing this opportunity. The project, if completed, would be a tremendous benefit to the City and the surrounding area. I understand that there may be some landowners opposition, but I hope that the City can overcome that, and move forward. These projects have been implemented throughout the county, with great success. I have lived in Wichita and the surrounding area for 25 years. Many aspects of Wichita have improved during this time, but the area is still short of recreational opportunities. The rails-to-trails plan is an opportunity to address that deficiency, for the good of the community. If there is anything else that I can do to lead support to this project, please let me know.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
131	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Public recreation is a healthy and enjoyable way to make a City a better place. I encourage all of you to support the city taking over the abandoned 11-mile railroad corridor. What a great safe way for us to exercise and enjoy the beautiful outdoors. We could get our children off the streets and onto the safe bike path. This is a once in a lifetime opportunity and we should not let it pass by. We would all benefit from the City having a citywide network of trails. This addition would allow us to connect existing recreation areas. The people who use the current trails have to plan around the current traffic patterns. This plan can be completed and funded mile by mile and planned for the needs of each neighborhood we would eventually have a great asset for public use. Rail Trail projects have met great success in other places and it can work here for Wichita. I encourage you vote to support this great opportunity and show that you want to do something positive for Wichita. (Comment 2) Wichita is a beautiful city but it is greatly lacking outdoor recreational areas. I often get frustrated and angry when I travel to other cities and see how friendly they are to people who choose to enjoy the outdoors with many trails. Wichita would greatly benefit making the unused railroad into trails for public use.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
132	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b> <p>Public recreation is a healthy and enjoyable way to make a City a better place. I encourage all of you to support the city taking over the abandoned 11-mile railroad corridor. What a great safe way for us to exercise and enjoy the beautiful outdoors. We could get our children off the streets and onto the safe bike path. This is a once in a lifetime opportunity and we should not let it pass by. We would all benefit from the City having a citywide network of trails. This addition would allow us to connect existing recreation areas. The people who use the current trails have to plan around the current traffic patterns. This plan can be completed and funded mile by mile and planned for the needs of each neighborhood we would eventually have a great asset for public use. Rail Trail projects have met great success in other places and it can work here for Wichita. I encourage you vote to support this great opportunity and show that you want to do something positive for Wichita. (comment 2) There is a similar corridor on the west side of the city and I feel an east side trail would be of benefit for outdoor recreation of all ages. An used railroad is a safety hazard, as well as an eye sore. I can't understand why one would rather have the track instead of a trail. Please support the east side trail.</p>					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
133	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to voice my support for the creation of 11 miles of paved and save exercise and nature trails from existing rail pathways. I have lived in Wichita on the east side for 8 of the last 10 years. I work at McConnell Air Force base as a civil servant and reservist. One of the things I have noticed in my travels with my work is the increasing number of cities that are working to improve the trail systems in their communities, either by conversion of old rail systems or by creating new trails through river and wooded areas. There are several key benefits to our Wichita community by completing this project. First is the benefit of less traffic involvement for people. Walkers, runners, bicyclist and rollerbladers will be able to enjoy their pastime more enjoyable without having to fight traffic and intersections as frequently. Several of my friends who run and bike have remarked how frustrating it is when motorists are rude and ignore them and the right of way rules due to being impatient or in a hurry. Having to run, walk, rollerblade or bike in high traffic areas also poses major safety concerns, especially where children are concerned. These trails would give an alternative for participation in these activities of major roads. The second benefit is improving the draw for people to exercise. As our nation, and our city, fights the problem of obesity and struggles to get its adults and children outdoors to run and play, trails only increase our ability to get people moving. I recently spent 3 months stationed in Germany and was absolutely amazed by the number of children and adults taking advantage of the immense trail system the country built and avidly maintains for its people. Every day I saw people of all ages riding their bikes, rollerblading, walking with their families and just enjoying the natural surroundings of their community. Wichita is a beautiful city and this would give more people the means and incentive to see it while encouraging healthier lifestyles. The third benefit I give in response to critics who feel a trail system would degrade their property values or cause increased vandalism. As a former real estate agent in Wichita, many of my clients were families coming to Wichita from communities such as Kansas City, New York City, Austin and other larger cities. One of their first questions would always be, "what is your park system like in Wichita? We really enjoyed the trails and parks in [fill in the city name] and were hoping to see more of that here." Large cities and smaller communities alike are realizing the importance of having safe trails for their citizens to enjoy. Several of the newer housing communities in Derby, Andover, Augusta and Wichita are advertising the benefit of their own little trail systems within their communities - and people are seeing it as a great benefit for their families to enjoy. The housing values in these communities are hardly degraded due to an integrated trail system - in face, from a real estate perspective, it increases the desirability for a family, which increases the price of family might pay for that added benefit. In my experience growing up in the railroad-centered hub of Sioux City, Iowa, I can attest to the fact that areas in which old railways are not developed do become run down and attract vandalism and undesirable behaviors dealing with drugs, sex and violence. So in effect, the same things these critics are arguing against are what they will see if the railways are left alone and not developed. Finally, I point to Sedgwick County park and the downtown river trail system as living examples of the benefits. Every time I go to one of these locations (which is often) by myself or with my family, I see so many of my fellow Wichitans enjoying these existing trail systems in a serene surrounding without having to deal with the perils of traffic. I personally would like to see something developed on the east side of Wichita so as not to have to drive to enjoy the systems or go along distances through traffic by foot or on my bike to get to them. Wichita is, and has been, working to attract more people to our wonderful community through downtown revitalization, small business growth, incoming corporate projects and so many other methods. The 11-mile rail-to-trail system is yet another way to attract people to our fine city and an excellent way for us to encourage people to be outdoors and see what Wichita has to offer. A long term project for the future that connects all of Wichita's smaller communities via a safe trail system would tie us all together and make our city even better and will attract even more good people to live here. It's the "little things" that matter...and this small project can do wonders for our town. All of Wichita will benefit from this project and the city should go forward with its proposal.



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
134	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We strongly support the conversion of the abandoned 17th Street railway right of way into a trail; the conversion is attractive for the following reasons; 1. What is now a blighted corridor will be turned into a clean, safe, parkway. Additional parks enhance the life of the city. 2. It will provide a place for people to walk, jog, run and bicycle. More and more people recognize the need for exercise and the parkway will provide a convenient place in neighborhoods where none now exist. We live near Eastview Park and are impressed by the heavy use of the walk circuit. We believe a parkway will attract even more use. 3. Property values will be enhanced. Today we have a blighted corridor, full of trash and choked with brush and weeds. Elimination of this eyesore can only increase the value of any adjacent property. As for allowing "undesirable" people access to an area, we believe that anyone bent on crime would much prefer today's deserted overgrown cover for their activities rather than a clear area with lots of people. Thank you for your attention.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
135	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to express my personal support for the proposed rail-to-trail plan for NE Wichita. My wife also supports the plan. We have been residents for almost ten years of a home adjacent to the railroad tracks being considered for conversion to a recreational trail. We believe a recreational trail will enhance the quality of life for people in the community by providing a park basically designed for exercise and which can be enjoyed by people of all ages. Having heard arguments from neighbors who oppose the trail, I am convinced that most opposition is based on unreasonable fears. Many are expressing more concern about their own privacy than for the well-being of the community. I have no concerns about increased trash, vandalism, or other crime. Those problems already exist along the tracks and should not increase by converting to a trail. Many neighbors now use the area around the tracks as a place to dump yard waste. People already use the tracks for a walking path and will continue to do so even if it is not made into a recreational trail, so maintaining backyard privacy is already an issue. I do not believe my property values will be adversely affected by having a recreational trail in my back yard. I note that many new subdivisions are creating community walking trails within them, suggesting property values are not impacted negatively by their presence. When evaluating residents' arguments against the trail you should note that most residents who have lived adjacent to the railroad tracks for at least seven years tolerated the train traffic, even though many carried hazardous materials. Trains frequently passed by during dinner time and almost every Saturday at five a.m. I hardly find the thought of walkers, skaters, and bikers passing by my back yard more of a concern than the trains hauling hazardous materials past at odd hours. My neighbors who oppose the trail are senior citizens who see no personal use for a recreational trail. Many use the easement area next to the tracks for personal gardens and do not want to relinquish that land, even though it does not belong to them. In contrast, many young families are moving into our neighborhood who would make regular use of such a trail, as evidence by the fact they regularly walk the local streets together when weather permits. The city has few opportunities to gain access to land for parks at a reasonable price. The availability of this land for recreational trail is an opportunity not to be missed. To deny the general public access to such a worthwhile form of recreation because of a few vocal homeowners would be a mistake. Please make the trail a reality.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
136	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b> Because I am considering purchasing a Land Rider Bike (> \$500.00 in cost) I would prefer a designated trail (such as the proposed abandoned rail road track conversion) on which to ride it. That way my expensive bike and I would have less of a chance ending up in a mangled heap on the city streets of Wichita where 4 out of 14 1/2 people don't know how to drive.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
137	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b> I would like to send my support of the rail trail pathway through Wichita. The health and recreation benefits of this program are a positive step for our city. I urge your support.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
138	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b> I am for walking-Bike path, it will be a beautiful greenway. The benefit to Wichita will be much greater than the cost. Of course the not in my back yard people are against it. But how smart are they, they bought a house with a Rail Road track in the back yard. We as many others go all over the country to ride such trails. I hope that it is built.					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
139	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

This is an excellent idea to convert the old rail corridor into a Bike/Walk Trail. It will serve to compliment the existing trails (i.e. I-135, K-96, and River Bike/Walk Trails). From a tax payers standpoint I think it makes for good business sense to provide a safe public recreation trail an alternative to riding bicycles on the heavily congested roads. I have heard that some oppose it on the basis of "don't want it in my back yard". We need this and need it now. I would want it even if it was in my backyard.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
140	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Yes, I am in favor of converting this BNSF RR Corridor into biking/walking/horse path (not motorized vehicles), I live 2 blocks away and would use a lot. a. Bikes & walkers don't litter (They pick up trash) b. Bikes & walkers don't steal or vandalize. c. This is a once in a life time opportunity to preserve this old rail bed. d. Think of the good of the entire area and city, not a small group of misinformed people. e. This should help land values near this path.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
141	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I want to express my support for the rail banking program and subsequent usage of the land for recreational trails.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
142	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Having a bike/running/walking trail would be a tremendous asset for both the city and the county, especially one along the proposed route. It would give citizens living in the suburbs a safe and quick route to ride into the city. It would also give kids (and adults) living in the residential areas along the path somewhere to ride other than the street. The cities of Manhattan and Lawrence both have trails that are next to homes - perhaps your department could investigate if there have been any problems and what has happened to the property values of the homes nearby. As stated before, I think the proposed trail would be a valuable addition to city, and would benefit the citizens living along the route as well as the community as a whole.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
143	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I agree that the BNSF Corridor should be used for a bicycle/walking path. I think it would be a very nice addition to the city, as there are few paths that separate traffic and bicycles. I question how crossings will be dealt with at the major streets that it intersects, but I'm sure there is a good solution that will make it pleasant for both bicyclist and motorists. This will be a wonderful path from downtown to the east side and I look forward to it's completion!

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
144	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would very much like to see this area used for something positive. I think the benefits of having more available walk paths around town could only be viewed in a positive way. I look forward to seeing the improvements being made.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
145	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We need this trail really bad. I mean we really need it. It is good for everyone. People in this area need an easily accessible trail to enjoy the nice days in Wichita where you want to be outside. I appreciate your time spent reading my sloppy writing, Thanks.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
146	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I was fortunate to be in attendance at the open meeting of April 19th concerning the possible uses of the BNSF rail corridor. Most of the objections to the proposed BNSF railbanking revolved around the issues of security and expense. While I cannot speak to the money issue, I do have a thought about the security issues. As I see it, an abandoned or seldom used rail line is much like an alley. Most of us who would live next to such an eyesore, would certainly fence or wall off the view for protection or beautification. Back doors and back yards are certainly vulnerable to those who use alleys to gain access. A rail trail is certainly more like a narrow boulevard-landscaped and manicured. 6 foot weeds and trash are not found. While there might be more foot traffic - criminals are much less likely to frequent such an open area, and trash dumping would not happen. I hope that the City Council will see how many more pluses for Wichita and its citizen would accrue, and will vote in favor of this project. Our positive action will certainly make it easier for those in Butler County to accept the rail-banking baton and continue the trail to El Dorado.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
147	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to encourage you to support to preserve the BNSF Railroad Corridor for alternatives uses which include a bicycle path and walking path. The City of Wichita and Sedgwick County have provided some excellent bicycle paths and joining those paths will be beneficial not only to the city and county, but to residents and visitors. With current concern of the health status of our population, adding recreational trails will provide more opportunity for the population to achieve goals in improving our health. Think of when you were a child and you were able to ride your bicycle and what freedom you felt when you could get out and ride. With the ever growing population of this metropolitan area, we need safe places for adults and children to ride bicycles without the dangers of automobile traffic. As a property owner in the city of Wichita I would much rather have a well-groomed and utilized bike/walking path near my home than an abandoned railroad corridor that is over-grown with bush and weeds. Thank you for your consideration in this matter.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
148	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am also for the Rails to Trails ideal. There was a gentleman who spoke at the meeting, he seemed to think we already have enough bike trails in the city. The longest trail that I'm aware of is 11 miles. Last year I rode 1500 miles over and over in the city. The year before I rode 700 miles. Surely you can guess how boring that got! That's not my true heart's desire though for the Rails to Trails. I would love to ride in some bike tours. Last year I raised 500 dollars for MS through I did not ride in the tour. I understand two years ago a man was killed riding in the tour. I don't think its safe too ride on these highways. My hearts desire is if we can develop these trails and connect enough of them maybe the different charities would get their riders off the highways and on too these safer trails. Thank you for having the meeting and allowing people too share their thoughts.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
149	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to voice my support for the proposed rail to trail plan beginning near Hydraulic and running to Butler County line. Wichita is lacking in recreational trails. This would be a nice enhancement to our offering of lifestyle choices. As a realtor working in Wichita and surrounding areas, I will tell you that I hear repeatedly (from out of town buyer's) how little recreational space we have here. I do work hard to behalf of our fair city, selling the town and area as well as selling homes. The proposed trail would be a wonderful asset. The types of activities that would take place on the trail are playful & fun. The trail would allow for safe (auto-traffic-free) and leisurely bicycling, skating, running, rollerblading & walking. As a resident of Wichita I participate in all of the above referenced activities and know from personal experience that a nice safe wide trail would make for a more relaxed & enjoyable workout/playtime. I have lived in and traveled to other cities and enjoyed first hand the pleasures that a nice trail system provides. It would greatly enhance Wichita, visually as well as recreationally. Thank you for the opportunity to voice my support of this rail to trail plan. I hope it is successful.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
150	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive for our city. I urge your support.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
151	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I would like to send my support of the rail trail pathway through Wichita. The benefit to society for recreation and promoting better health, is a positive for our city. I urge your support.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
152	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Exoduster Trail would be a fine name for the Rails to Trails Project. Wichita does not yet possess the quantity or quality of safe hiking/biking/running trails that every other major metropolitan area (K.C., Tulsa, Oklahoma City, Omaha NB, etc, (not to mention Denver!) Quality of life deficits are one major reason college grads leave Wichita every May. Please vote to preserve this green space as an oasis for safe exercise in this overweight city. Thank you.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
153	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

To railbank is the most positive, for reaching out that Wichita could do with Burlington North Santa Fe rail abandonment. Few minimums.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
154	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

The rail to trails is an excellent program that will benefit all the citizens of Wichita. Unfortunately, the "not in my backyard" mentality of many people keeps many worthwhile endeavors from coming to fruition. This is a commendable project that is badly needed.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
155	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

Wichita, compared to other cities its size, lacks in outdoor opportunities such as this would provide.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
156	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We attended the Monday evening meeting. We are for the preservation of BNSF corridor. Although those opposed offered a couple of valid points increase in taxes, maintance fees and lack of privacy. We have been hiking for years, Colorado, NM, AZ, CA, KS, SY, England, Wales, New Zealand, France, Swiss Alps we have found hiker all over a very responsible group. We think the preservation would enhance the community, both economically (visitors) in nature and historically. We thought the neighborhood group from along 17th street, KenMar, offered a more community awareness than those worried about vandalism and lack of privacy.



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
157	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am writing to express my YES for the BNSF Railroad Corridor. I would love to see this corridor converted to a Trail, to be enjoyed by citizens of Wichita. Personally, it would be something I would use regularly. I am a cyclist, walker, nature lover, and it would offer enjoyment for me and my family. I have young grandchildren, and the prospects of having a trail of this length would be a safe environment for them to bike. I also feel we should maintain the trail corridors across our country. A comprehensive trail system in Wichita is always a huge selling point to people considering a move to our area. I have biked many trails in cities and rural areas. They are all well maintained, exceptionally litter free, and safe. I am for the BNSF trail.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
158	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am for the conversion of the BNSF Railroad Corridor being converted to a recreational trail. My family lives close to the trail just east of 127th. It would be an asset to our area and the Wichita Community.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
159	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am for the BNSF Railroad Corridor becoming a Trail. It would be very beneficial for the City. Personally we would use the trail-with three boys, we love the other bike paths & having a rail trail in our city would be a very progressive step.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
160	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am in support of the BNSF rail corridor trail for the following reasons: Many people (and all ages) could benefit from the trail by walking, jogging, bird watching, biking, riding to work and even cross country skiing. Since the trail has been abandoned several years, there are lots of grown trees and shrubs and is a haven for wildlife. This trail would nearly connect or cross some of the existing area trails. This is really needed! It would be great to have a long distance trail on the east side of Wichita that would allow people to walk or ride in town or across town without being on the street. My family has ridden "rail trails in Minnesota, Missouri, Utah, Colorado and Kansas. We have never encountered the vandalism or trash that opponents claim comes with trails. In fact, we find those using the trails are very interested in the environment and are very health conscious. I urge you to support preserving the rail corridor and making this long-time proposal a reality.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
161	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

As a homeowner who lives along the proposed trail, I found the meeting at City Hall very interesting. It appears most people who live near the route are very supportive of the idea, while those who live adjacent to it seem to have the mindset of "not in my back yard". Let me say I too have several questions and some concerns about the trail through "my back yard", however I am very much in favor of the idea. I would love to have a gate open to such a trail. My questions come from reading the report and opening comments at the City Hall meeting. One is the time frame for all of this to happen? The literature after the report mentions something along the lines of having two years per a county to construct the trails, while at the meeting it was stated it would be several years to fund the construction? Another question I have is who is going to take care of the right of way in the mean time? Behind my house is a mattress and some tires among other trash. Who is going to take care of this if the trail is not completed for years? As stated above I am very much in favor of the idea. When we were looking at buying the lot we asked about the tracks and the possibility of the rails-to-trails. At that time we were told it had been brought up but that was all they knew. Since I have even mentioned to some neighbors that I would be more than happy to let them walk thru my yard to access the trail if it became a reality, so it was very exciting to see the letter in the mail about the meeting. Why not get this started as soon as possible. As one of many young families who live east of the 96 Highway trail it is a shame to have such a nice trail that is almost impossible to get to from 13th or 21st (no sidewalks). Please get this done before our kids are grown to the point it is not as useful. Some other points I'd like to make are as follows: Being in the construction industry I also know that the construction cost is only going to go up. There has not been anything get any cheaper in the last 12 years (since I arrived in Wichita. As for the funding the program provides-If we don't use the money for trails someone else will. The trails Wichita has are great; however finding a good way to tie them together would be even better as some are limited in length. I believe this is an opportunity to good to pass up. If there is any way I could be of assistance in gaining support for this issue or anything I could do to further support the cause do not hesitate in contacting me.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
162	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am an avid cyclist, partly for the exercise and getting outdoors, but mainly for the good nature of the cycling community. Our area is sorely lacking for places to ride and it is not uncommon for riders to load up their bikes and travel to other areas. This takes business away from our community. Cycling is a good thing. Lets do what we can to spread the word.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
163	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We support the rail-to-trail plan to preserve the BNSF railroad corridor for alternate use as a recreational trail. We feel this is a one-time opportunity for this land to be converted into a recreational trail. The benefits this recreational trail would provide for Wichita's future can NOT be passed up. I ask, is there a park in Wichita that shouldn't have been built? We think not. Use this land for the service of the people of Wichita, like the railroad used it, not a backyard extension for the homeowners.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
164	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I'm in favor of the preservation of the BNSF railroad corridor for rail embankment for many reasons as listed: 1. It would be an open safe area for public recreation and exercise. 2. It is a connecting route for the two existing bike paths. 3. The area would be uniformly maintained. 4. It would benefit multiple neighborhoods. 5. It would be an east-west commuting artery without motorized traffic. 6. A return of federal funds back to Wichita. 7. Open areas, which would decrease crime and allow surveillance and patrolling. 8. General safety. 9. Easy access and maintance of existing water drainages and utilities. 10. Generate civic pride. 11. Addition of parklands and wildlife preservation in an urban setting, which is increasingly expanding eastward. 12. Maintenance of a contiguous area in case of emergency in the future. I do understand the concerns of adjacent landowners with the following in regard to: 1. Safety at major road crossings. 2. Hidden cost. 3. Privacy 4. Crime. 5. Vandalism Major road must be crossed now and there are many pedestrian walks for school currently. I'm sure there will be hidden costs, which must be addressed. The 80% federal funding will ease much of this burden. Privacy is a concern but really most people using the trail if not all are not really concerned with the private lives of the homeowners along the trail. A closed area without supervision promotes more crime and vandalism than an open trail will easy access. In general, to me it is obvious that an urban rails to trail corridor given the current situation only makes good civic sense.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
165	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

As a woman who runs and cycles in Wichita, I strongly support the preservation of the BNSF Railroad Corridor being made into a trail. Having a safe place for exercise would be an asset to Wichita. The existing trails are very nice and steadily used. The fact that this corridor would connect two existing trails would be beneficial to both the East side and the West side of the city. A trail would be a nice place for families to get out and have fun together instead of using the city streets, which we all know is unsafe. The only concern I have that upsets me is that I don't live closer to the proposed trail! I would encourage you to consider the construction of a trail as an alternative use for the BNSF Railroad Corridor. Thank you.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
166	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am in favor of the Recreational Corridor.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
167	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

On April 19, 2004 I attended the hearing at Wichita City Hall regarding alternative use of the abandoned BNSF railroad tract and would like to add a few comments. I am a 69 year old retired pediatrician with subspecialty of diabetes and other hormone disorders. As was mentioned at the meeting, over the last decade an alarming number of US children have developed type 2 diabetes previously only seen in overweight and inactive adults. In the late 1990's I had a less than 6 year old girl in my practice with a weight close to 180 pounds who already had developed the adult form of diabetes. The major predisposing factor is inadequate physical activity in addition to faulty nutrition. Friends recently visited the Netherlands where bicycles are a major tool of transportation. They were surprised about the rarity of obesity. My brother lives in Muenster, 40 miles east of the Netherlands. This university city has about 250 thousand inhabitants. Close to forty percent of all traveling in town and surrounding rural areas is done by bicycles. It is my well founded experience that bicycle riders generally cherish and respect the environment. Using the BNSF railroad track for an eastside bicycle trail will have a tremendous health benefit for Wichita's people. I am still using my bike almost daily.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
168	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I think this would be a good opportunity to make a Rail to Trail.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
169	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I think my kids will benefit from this as well as the community.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
170	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I would use this trail if it were built.					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
171	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
Great idea to do this.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
172	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
Im favor of the bike path.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
173	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I am in favor or using this corridor for a Multi-Use Trail.					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
174	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I'm in favor of developing Bike Trail and other uses.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
175	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
Excellent idea and would be a great use of this property which all of community would benefit.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
176	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I think it's a good idea to keep this bike trail because of its continued use.					

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
177	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
No problems!					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
178	16	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
<p>x1, Badly need it, x2 Alternative resourcing is important to the stability of the community, Having a place for working people to escape is very important. Please attempt to keep the trail available for public use. X3 Good idea for now &amp; the future. X4 Good idea for the community. X5 What a great opportunity to make it safer to live a healthier life style. I have never been to a city in my travels that these types of trails are a negative- it will only help property values. Please support the rails to trails. X6 I am a avid bike rider and a lifelong resident of Wichita that votes. I feel that a multi use trail could only benefit the City of Wichita. X7 Trails are very beneficial thing for the community. X8 I like this idea! X9 I think this concept of a multiuse trail is a great idea for Wichita. X10 Good Idea. X11 I strongly favor using this corridor for a bike/walking path. We need more of these areas. It enhances our community &amp; it's ability to attract new comers who often come from more "cycle-friendly" parts of the country. It ties the WSU campus to other important locations. X12 I live approximately five houses down from Woodlawn. I support the trail if the City could pay attention to the following points. 50 year old trees along property line should be preserved, they create a buffer between property line and adjacent rail line. Enjoys wildlife and natural aspects of the trees. Drainage issues are paramount to her and others in area. City should employ enough engineers to take care of the drainage issues and ensure that no properties get flooded due to the creation of the pathway. X13 I am a 55 year old bicyclist and have ridden a bike since I was a kid. The lack of protected bicycle areas in the City of Wichita is of great concern to all dedicated bicyclists. Please do not let the opportunity to convert an unused rail corridor into a bike path pass the city by. This is a seldom seen opportunity so don't miss it. X14 I am a strong believer in preserving these for Bike Trails. It has been proven in older towns where this has been done to be greatly beneficial to the community. The people of Wichita are always complaining about not having anything to do as a family. Well what better way to have fun and be together as a family than bicycling. I as a taxpayer would not mine paying an increase in my taxes to see something like this done. I think it would be a lot more productive to do this than spend \$ 1 or 2 million to use these areas to bury cables. So in conclusion I think you should think really hard what's more important the utility company's or the people of Wichita.</p>					



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
179	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

My home is about one block east of Woodlawn and adjacent to the south side of the BNSF Railway track. I received your recent letter to land owners adjacent to the RR corridor and I attended the April 19 meeting. During the meeting I noticed that the majority of the speakers were in favor of the Trail but they were not adjacent property owners and they were primarily interested in not where a trail was located but how it would benefit bikers, walkers, and mothers with children in strollers and they showed no concern about what precautions should be taken to protect adjacent property during trail planning and construction. There is a drainage ditch on the south edge of the track between my property and the RR track. The ditch runs about 1/2 mile east from Woodlawn to a small creek. Presently the Railroad Company is responsible for keeping the drainage ditch clean and operable. Will the City take over this responsible if a trail is built? When the ditch becomes severely blocked, the water from a heavy rain backs up and floods to a depth of 5 or 6 inches some of the backyards of the homes on the south side of the ditch. I have had the FRA (Federal Railroad Administration) direct the BNSF two different times to use a backhoe to clean out the drainage ditch in back of 3 or 4 lots. A hard surface trail at the present elevation of the rails, about 4 or 5 feet above the level of the ditch and my property, would add additional water to the drainage ditch and possible create a situation that certainly not going to enhance the value of my property. Before the City planners come to any final approval of the trail they, and a knowledgeable engineer, need to visit the rail corridor, talk to some adjacent property owners, and understand what must be done to assure that no construction would cause damage or problems for the adjacent property owners. Mr. Randy Scholfield wrote an Editorial article in the April 22 edition of the Eagle in which he favored the Trail construction. Now, if the drainage ditch becomes badly blocked and we get a very heavy rain, I may have to consider inviting him over to my place and we can sit in the back yard with our feet in 4 inches of water and discuss the merits of a Trail. Also, how would traffic be handles where a street like Woodlawn crosses a Trail?

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
180	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am resident of District 1. My enclosed letter expresses my views regarding the plan to convert the Burlington Northern Santa Fe Railroad corridor to a trail or park or path. Please read it and consider halting the plan.

(Comments) The Burlington Northern Santa Fe Railroad has given formal notice to the City that they are abandoning a rail line traversing Sedgwick County from the East, situated between 13th Street and 21st Street and ending at Hydraulic. City planners have known of BNSF's intention for a long time and at the behest of the City Commission, have quietly made plans to convert the right-of-way to primarily a cyclist and pedestrian trail. Recent federal "Rails to Trails" legislation empowers governmental bodies or others to do this in lieu of having ownership of the land revert to adjacent landowners. Now that BNSF's intention is formal, the City has perfunctorily requested public discussion before they begin work. Never mind that the railroad right-of-way is not suitable for a bike trail - it would cross in succession, Hillside, 13th Street, Oliver, Woodlawn, Rock Road, Greenwich, 127th Street - the busiest streets in town, the City planners and Commission are pursuing the idea because they fear it is the only practical way they can preserve their dominion over the corridor. Rails-to-Trails legislation allows them to take the land without the cost of condemnation as long as they make it into a trail or some such thing. The City planners are actually motivated principally by the desire to preserve the stretch as a utility right-of-way. They have piled on all conceivable advantages that the trail would provide to the community, but these are ancillary or offered to help sell the idea. They've already sunk a length of huge sewer line between Oliver and Woodlawn - this even after they knew that the railroad company planned to abandon the line - and they say there are other pipes such as water supply, etc., passing through and along the right-of-way. Westar has many easements along the stretch as well. But, with abandonment by BNSF comes reversion of the land to the contiguous landowners under Kansas law. So the City would have to condemn and pay for the land to preserve control - if, of course, it was not for the preempting federal Rails-to-Trails legislation. So, the City planners have dressed up the utility right-of-way in the public imagination as a bicycle, roller blade, skate board, walking, landscaped green way, linear park so as to avoid the costs and hassle of condemnation - and, they get a little wad of federal money to boot. (Why should the Feds be in on this, by the way?) And now the cyclist, a most attractive, healthy and positive group of people, and politically active as well, have become so erect with enthrallment over the dream of a cyclist freeway, linking other paths, that they have completely lost the compunction which normally accompanies the invasion of other's privacy and space and they dismiss as "small thinking" anyone who questions the project for reasons of practicality. Meanwhile the general population thinks little about it and figures that a linear park sounds pretty good and chuckle that wealthy Eastsiders don't want a plebian bike path in their neighborhoods. So what's wrong with the City's doings? They are being duplicitous. The City knows that there will never be money to put bridges or tunnels across the intersections so that there will never be any functional thoroughfare for cyclist and pedestrians and no true linearity to the park. They know that they would have to resort to button-type crosswalk signals at least at every street mentioned and that these signals would be a major! - obstruction to traffic. Take a moment to recall your impatience and frustration when stopped at the midtown rail crossing and the money it is costing us to alleviate the problem; picture the much more continuous and frivolous interruptions of traffic at these crossings and you will begin to see the implausibility of it all. The planners and supporters do not speak openly of findings of the completed feasibility study, which acknowledges, even stresses, the unacceptability of crosswalks and the exorbitance of tunnels or bridges at these intersections. Nor do they advertise that the "linear park" would really be segmented with users dashing across traffic arteries to the next segment instead of walking the half-mile to the nearest corner light and a half-mile back to resume the "trail". But the City dupes the cyclists with the vision of a thoroughfare and they dupe the rest of the community with the vision of a continuous green way connecting schools, retail, parks, etc., and by not mentioning the very retail traffic obstruction problem. So why didn't the City just approach, in an up front and straight forward manner, the contiguous landowners as a group and say: Listen, we need to preserve this corridor. You go ahead, own the land, continue to plant your gardens, landscape it as you wish, but don't fence it or build on it and we'll give you tax abatement on the extra fifty foot of yard. That way you won't have to have the constant parade of bikers and the drone of rollerbladers literally in your backyard morning through night time and we won't have the community yelling at us about the intolerable waits in traffic - big traffic- for the morning and evening strollers to pass, and we won't have to spend any money on landscaping and maintenance over the years, and we can keep the area as the utility corridor that it is - and, we won't have to dupe anyone.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
181	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

I'm writing as president of the Foliage Homeowners Association; as you may know, Foliage is adjacent to the BNSF Corridor at Webb Road and several of our homeowners' properties back up to the corridor. I attended the MAPD meeting on April 19 and have reviewed the Corridor Analysis report prepared by the Baughman Company. While many opinions and emotions were expressed at the open meeting, I was frustrated that many of questions that were asked were never answered. These are legitimate questions, and I do feel the public deserves to have them answered before the area government makes a final decision on this opportunity. Specifically, I would ask: \* Several speakers talked about whether the proposed trail would enhance or diminish property values and made claims one way or another. Have there been any empirical studies on a comparable trail, and, if so, could we obtain copies of those? \* Similarly, several speakers offered differing opinions on the impact of trails on crime in adjacent neighborhoods. Again, have there been any objective studies on this, and could we see copies of those? \* Is the Planning Department recommending any specific buffering to enhance the privacy and security of properties adjacent to the trail? If so, were the costs of such included in the cost estimate? \* The report also mentions that there would be ongoing maintenance and security costs associated with the trail. Has the Planning Department estimated the ongoing budget impact of the trail and, if so, what are those costs? \* Several speakers raised the issue of how the trail would cross major intersections, specifically at Oliver, Woodlawn, Rock, and Webb. The Baughman report made no recommendations on this, though noted that, if overpasses were required, the cost of the project would soar. It would clearly be impractical if not impossible to do anything other than an overpass at least at Rock Road. Does the Planning Department feel overpasses are needed for these intersections, and, if so, have they estimated a real world cost for the project? \* The figures used to discuss the cost were Baughman's estimates in 2002 dollars, yet the presentation indicated the project would take five to ten years to complete. What does the Planning Department estimate the actual final cost to be? \* How does the city plan to address the possible environmental concerns detailed in the Baughman report? \* Several speakers indicated the 100-foot width of the present easement seemed more than what was needed for a trail. Could some of that land be deeded to adjacent homeowners so that they could enhance privacy themselves? Foliage homeowners support the city's overall objective to increase the quality of life within Wichita and agree that enhanced public spaces can help accomplish this. But we also feel that it would be irresponsible to make a multi-million dollar spending decision without knowing all of the facts. Unless and until these questions are satisfactorily answered, it would be impossible to support this action. We would appreciate answers to these questions. We would also appreciate if we could be kept informed if there are further developments on this; if there is an "interested parties" mailing list, please add me to it.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
182	2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

This is not an objection to the proposal but a concern regarding it's implementation if and when it occurs. Since the real of our property practically joins the railroad right-of-way, we are concerned that the grading of the road-bed does not result in a change in the rain water drainage along the path way which would cause flooding of our yard. The slope of the terrain is generally toward our yard and house, therefore, proper drainage is a matter of great interest to us. The current drainage pattern is not now and has not been a problem and we want very much to be assured it will not become a problem if this project goes forward.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
183	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

After reading the MAPD's notice for turning the BNSF railroad track to a hiking trail, I was wondering how spending any money on the project can be justified at the time when budgets are running at a deficit. The maintenance on the ten-mile stretch of trails will be tremendous. Why is it necessary for the city to preserve this corridor? The land could be turned back to the landowners bordering the track & will be their responsibility to maintain. This plan might add to the city's and county's revenue through taxes eventually. The money spent on this project, I am sure is needed desperately elsewhere, i.e. police, fire and maintenance of projects are already in place.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
184	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We live in Spring Acres. Our property dimensions are long and narrow with over 2000 yards adjacent to the Railroad. We are in favor of improving the quality of life in Wichita and believe the Railbank may be a good idea--if done properly. The following points express our concerns and suggestions: 1) Our patio, garage and storage building are all less than 45 feet from the RR. In order for the Railbank not to become the "Grab and Run" trail, we hope the City will install an adequate privacy fence. A short distance west of Spring Acres, the crime rate increases significantly and the Railbank would make it very easy for those problems to spread. 2) The City must commit to making the Railbank a first class project with suitable beautification as well as perpetual care and maintenance in order for it to be respected, adequately used and an improvement to the neighborhoods. 3) Will the city consider making the Railbank use only legal during daylight hours to help eliminate nighttime loitering? 4) Railbank has the potential to be highly used, which makes the crossing at Oliver, Woodlawn, Rock Road and Webb Road serious problems. The high volume of traffic on these roads will not be prepared to anticipate a pedestrian activated signal and those crossings will not be located in good locations for additional traffic signals. Pedestrian bridges over the roads would be expensive, but the best solutions for safety. 5) In order for people to access the Railbank, we hope the city will provide strategically located parking areas for cars. In summary, if the Railbank is done properly, it could be good for the citizens of Wichita and not damage the adjacent property owners. If not built and managed properly, it could destroy our homes' resale value.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
185	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

Let me start by first stating that I am in favor of parks and bicycling trails. With the population's collective waist size increasing, it is obvious that more exercise and places to perform it are needed. However, I feel that the proposed "linear park" is a BAD idea for many reasons. First among these is the street crossing at Rock, Web, Woodlawn, Oliver and Greenwich. Rock Road alone according to the latest traffic studies has about 29,000 crossings per day. Even if all of these crossings were by single passenger occupants, who they surly were not, that would be roughly ten percent of the city population as a whole. Woodlawn and Webb are only slightly less traveled. The method of crossing these busy thoroughfares is not given the adequate attention necessary in the commission study, in my opinion. Placing crosswalks with pushbutton lights would be the cheapest albeit most dangerous for the trail users. The incumbent liability to the city and inconvenience to the citizenry as a whole should this type of installation. Bridges and tunnels were seen to be prohibitively expensive in the commission study. That leaves a segmented trail of limited use. And, a trail which would put the users and the taxpayers at great risk. After all, the taxpayers will have to fund any court verdict in which the city is found to be negligent. It would seem that the city is attempting to preserve a "right of way" for utilities. I agree that this is a good idea. However, this could easier be done by means of an easement. This would allow the city to preserve their interest without incurring great liability, taxpayer expense and inconvenience to the public in general. Additionally, on a personal note, many of the home in my neighborhood have large lots. Many of the people here moved here to have large dogs and quiet surroundings. If the city insists on having the trail, as it seems preordained to do, I would hope that the city would provide anti-barking collars to the owners of dogs along the trail. This could be done on a loaner basis, at minimum expense to the city. Additionally, in my opinion, the trail should be closed at dusk.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
186	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

The trail may be a good idea for many folks - but for us who live on Farmview lane, we have mixed emotions. First of all is the city going to be responsible for upkeep, such as mowing the grass, weed control, trash etc? Now the foremost problem is present there is quite a lot of water run off from the railroad grade and no waterway, ditch > to move the water east to the waterway several blocks to the east of Woodlawn me and some neighbors have water in our back yards each time it rains. Serious problem for us.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
187	2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

## Comments

For 29 years we have lived back up to the BNSF railroad tracks. Our windows have been the target of pellet guns; our house shook when the train went by; the police responded when motorbikes rode the rails at all hours and when the dogs from Oliver to Woodlawn bark in the middle of the night we often wonder why they are disturbed. Stray dogs, foxes, varied wildlife, students walking to Coleman or WSU currently use the corridor. I understood the desire of the bikers to support this trail. However, I seriously question that the money proposed for this venture is adequate for the job considering the following: 1. Has this money included the cost of condemnation, maintenance (i.e. mowing tree trimming lighting, cost of plantings) or service to sewer lines now buried parallel to tracks? 2. What plan are included for parking for those who want to walk or ride the trail? How many planned entrances or exits? What safety plans are included for crossing heavily traveled arterials? 3. What plans are included for privacy or safety for those whose yards back up to the trail what about pets? 4. Would motorbikes be permitted? ATV'S? 5. The drainage from Spring Acres is very good. How would this be impacted? 6. Would this trail support the weight of trucks from tree trimmers who service the electric lines in this corridor? Furthermore, in this time of unemployment and war expense it seems much more prudent that our recourses be directed to teachers, police, and firefighters salaries and not be using government funds for recreation.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
188	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	additional comments on record/map

## Comments

Thank you for taking the time to talk to me on the phone recently. We missed the meeting on April 19, 2004. And the reason why was because you have a wrong address on my file for any reason you my business address that is in Garden City, I already made the respective changes. We are sending this letter to make a petition, in case the city decided not to do the Corridor Trails. Would like to obtain portion of the land where the railroad is. We will compromise to maintenance and pay the respective taxes of that piece of land, once is gather with our property. We would appreciate your reviewing this petition and letting us know the current status of this matter at the address above. I am drawing the parcels that we own.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
189	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## Comments

We have lived on 17th street for 40 years and enjoyed privacy without anyone living behind us and had quiet times in our back yard. We are afraid that when a bike and walking path is put in behind us it will take away the peace, quiet and privacy we enjoy now. We therefore are opposed to the plans put forth.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
190	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	additional comments on record: Who Actually Owns the Right-of-Way

## Comments

Safety Issues not addressed (Home Owners & Bikers). Busy Intersections-Rock Road-Woodlawn-Webb-Greenwich-127th-143rd. 40-45 mph Roads. Privacy Issues. Is Rails program going to provide privacy fencing to block access to homeowners back yards. People in our addition are 2 income families. Who is going to stop home burglaries during daytime. My elevation is comparison to tracks would require a 20' fence for privacy. Is trails glint to pay for this? With the crime rate at 0, it can go nowhere but up. With the heavily wooded trail, this will only raise the probability of robbery, burglary, mugging, rape, adjoining property damage and even worse, rape and murder. This trail is not going to be the magic cure to Wichita's healthier kids. It's bad parenting that attributes to these conditions. The well being of 350,000 people over 350 home owners is not a legitimate reason to locate the trail as proposed. 350,000 people don't use the existing trails now. Is this trail going to be accessible 24-7? Giving access to our back yards to anyone in the country day and night and if so, is the trail going to be lighted, helping burglars to see at night and keeping home owners awake since most houses have bedrooms in back of house encouraging voyeurs. The people that are for the trail are in favor of it because it doesn't go through their back yards. The 350 homeowners have a legitimate concern for their safety and property. I will never believe that the trail will increase property value. To sacrifice the view of tree's creek, wildlife over 920' privacy fence cannot increase value. If this trail is going to be the magic fix to Wichita's health problems, won't this put a lot of Doctors on the unemployment list? And where are these 350,000 people that are going to flock to this magic trail going to park? In front of our house and walk through our yards to get access to trail, sacrificing our front-side and back yard privacy. If people really want to believe that this is going to be a magic fix, I have some ocean front property about 30 miles south of here for sale. Myself and property owners along trail are not against the idea of trails: but the proposed location of trail. Lets give access to anyone at any time day or night through their back yards and see if they feel the same way about it. I have an idea: Let's put up sample trail in the back yards of the City/County Metropolitan Planning members and see if they become concerned for their safety and property. Probably will never happen. This can do nothing but draw undesirables through our property. Sue Schlapp not returning phone calls is not good representation for our concerns over this issue. Against proposed trail location.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
191	2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

## Comments

I don't want this thing in my Backyard! I am an adjacent property owner on Castlewood & 127 East. Our neighborhood is wonderfully peaceful, quiet, crime free and no vandalism. The only way to go from here is up. You are putting me and my family in harms way. I don't want to sit in my house at night with my back door open wondering who is lurking in my backyard. It will happen - someone will get broken into, raped, robbed or worse, because you bicycle, obese people either don't know or don't care it's in my backyard. You'll all be back home, after dark, fat and happy. And we'll all be out here wondering who's coming in our house. I've got a good idea. Everyone who wants this thing put it in your backyard!

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
192	10	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	signatures only no specific group
<b>Comments</b>					
(signatures) Petition against proposed trail.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
193	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
Are abandonment issues clear? (i.e.-did the railroad abandon the tracks after negotiation with the city in 1990's - a plan to run traffic N-S not E-W with written documents supporting abandonment over 5 years ago (i.e.- will it with stand a "class action" lawsuit. Has the Kansas Court precedent been examined? (Switzer case?) Have compensation questions been answered? Against it.					

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
194	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
<b>Comments</b>					
I adamantly oppose connecting the right of way to a recreational trail for many reasons the following are just a few. Spend the money that will benefit the many rather than the few. Give the land back to the adjacent property owners as per State law. Don't give the public the right to intrude on another's privacy. Spend this money on services for the elderly after all they worked all their life and supported our federal, state, county and city gov, help them now in their twilight years.					



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
195	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

A note to say many of us are excited about the Rails to Trails plan. The purpose of my letter is to encourage you to support the idea of having it open for horseback riders as they do in other parts of the country. There are many people who enjoy this & would enjoy the Rail to Trails ride. Thank you so much. Please call if you have any questions.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
196	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I was unable to attend the April 19, 2004 meeting at City Hall to participate in the discussion regarding plans to turn unused railroad lines into a lengthy recreational trail, but I would like to submit my opinion on this important matter. I support this plan very much, and am very excited at the outdoor enthusiasts. During my residency in Dallas, I enjoyed lengthy trails that ran for miles throughout the metroplex, including a 26 mile path that ran through some of the most expensive real estate in the Dallas metroplex. These were some of the safest areas of the city for female residents such as myself to enjoy nature without fear of crime, since they were wide and well cleared for easy visibility, brightly lit near parking areas, well maintained and busy with families and athletic individuals. I understand the concerns of some homeowners in regards to increased activity near their homes posing an increase in vandalism and criminal activity, but my experience in Dallas was the exact opposite - such well - maintained paths actually encouraged family-oriented and athletic users, with the number of citizens picnicking, jogging, walking, biking, roller blading and playing impromptu soccer games actively discouraging criminal activity. Wichita needs to encourage and build this type of enhancement to appeal to people considering moving to the area. Being able to offer this type of activity geared at those with a more active, outdoor lifestyle would be a very attractive addition of the landscape of Wichita. Thank you very much for the opportunity to present my opinion.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
197	2	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	additional comments on record\photo's

## Comments

Our hearts sank when we received the notice about the BNSF corridor. We have lived at Fairview since 1967. We picked this lot to build our home on because of the shelter belt which has given us privacy, peace and quiet all of the years. All of this was worth the noise of the train twice a day. We have always enjoyed our own private park with all of our family and friends. The people in our area have done many different and interesting things to their back yards. The shelter belt trees have begun to deteriorate but the volunteer trees behind our fence are making up for this loss. We are enclosing some pictures showing some of the things we have done to our yard. We would welcome a visit from the planning council members. It is much easier to show than to tell the many reasons we are so opposed to the ideas proposed. We were out of town the day of the meeting. Everyone we talked to in the neighborhood before we left felt it was such a bad idea, they thought it would be dropped. I guess we were wrong. We had always been told if this ever happened the land would revert back to the adjacent property owners. I am wondering how many of the people who spoke in favor of this at the meeting were property owners who had lived in their homes many years and had spent hours landscaping their backyards like the people in our area. I think as usual the media is trying to influence people without doing all of the research they should. We have read all of the information on the web site several times. I wonder how many of them have really read all of the information. I would like to take exception to an editorial written by Randy Scholfield. Anything I have ever read about rail-trails through the years has always indicated there has been a fight because of the harm it was doing to the adjacent landowners. Would it affect our property value. Of course it would! Most people do not want a park up against their back fence with strangers on bicycles, rollerblading, jogging etc. - practically going through their back yards. There are many ways to become active without going through our back yards. Would there be an upsurge of vandalism and crime? Definitely. Just last week our neighbor had to call the police because of gun shots behind his house. The police officer who answered to call ask "Isn't this where they want to have that trail?" Our neighbor answered "yes and we don't want it". The police officer said he didn't blame us because where there were open spaces like that they always had more crime. I noticed the web site listed the need to take care of graffiti and vandalism. Would there be a 24 hour police patrol? We would not be in favor of this even if it didn't affect us personally. We think it would be ridiculous to spend the million it would take when it would benefit such a small percentage of the population. Let's quit wasting government money!

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
198	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I understand the City has a unique opportunity to turn an eyesore from the east edge of town to the center part of town, the railroad tracks, into a recreation corridor. If I have ever read anything that was a "no brainer" this project would fall under the category. The City has a need of further exercise facilities and this connects all different areas and is for the public good. Almost all area already have bushes or tree lines and I think that security should not be an issue. The City can do this for a very minimal cost and should move on this as soon as possible to obtain the currently available Federal funds available to do this project. I live on the east side of town and this project immediately abuts my home owner's division, Rocky Creek subdivision, and there is absolutely no reason the project should not be carried out as soon as possible for the good of the community.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
199	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

I am a strong supporter of converting abandoned rail lines to trails. The trails are perfect for quality, outdoor family time. Grades are shallow and over or under-passes and road crossings are already established. Sedgwick County park is an excellent example of the use such an area can receive. Evenings and weekends are busy with bicyclist, roller-bladders, runners and walkers. I would urge you, the decision makers of Sedgwick County, to take the steps now to preserve a perishable right-of-way; to continue to improve the quality of life in our community.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
200	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

## Comments

We are writing this letter to express our support for the proposed conversion of the existing railroad corridor between downtown Wichita and Andover, to a bike path. As residents of Savanna at Castle Rock (13th Street North and 143rd Street East), we have immediate access to this proposed recreational trail and the benefits it will provide. The bike path along K-96 is well utilized by cyclist and walkers who live in the housing developments adjacent to the railroad tracks between 13th and 21st streets. Once constructed, the proposed Rails to Trails improvement will provide safe access to the K-96 bike path without requiring travel along 13th or 21st street. Connecting the existing bike paths along the Canal Route and along K-96 will provide a network of bike paths linking downtown with the suburban northeast part of the county. As the exercise trail passes through northeast Wichita and adjacent to WSU, it will provide safe access to the least expensive forms of recreation, walking and bicycling. We see this linear park as a very desirable recreational area. Many developers will spend a considerable amount of money creating green spaces with "walking paths" that are often little more than a narrow sidewalk around a drainage pond. This time the federal government is offering to fund most of the cost of a linear green space that will enrich many neighborhoods. The cost of creating a wonderful recreational park system will never be lower. Wichita is behind other cities in providing a recreational area for cyclist, walkers and roller bladders. So, we encourage you to act now to promote safe recreational opportunities in Sedgwick County.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
201	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	additional comments on record: The American Greenways Program

## Comments

This will be helpful in preparing our report for June 7. Here's a link to an info sheet from THE CONSERVATION FUND regarding perception of crime/vandalism and railways converted to recreation trails.  
<http://www.conservationsfund.org/pdf/fact4/pdf> (see attachment)

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
202	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004 deadline

## Comments

Please accept this letter as my support for a plan to convert abandoned rail lines to bicycle or hiking trails from Central Wichita to the Butler County line. As a family, my children and I would enjoy the opportunity to use the rail lines for outdoor activities. We feel that this is a worthwhile venture for area governments and would support any plan to convert abandoned lines to the public's use. If you have any questions, please give me a call.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
203	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

I would like to add my name to the list of Wichita citizens who would heartily endorse a plan to develop a valuable recreational resource from the ruins of an old rail line. Though I expect some resistance from those who would cry that the plan might unfairly lower property taxes or create a conduit for criminal behavior, I would hope that the majority would understand that such concerns are unfounded. Please continue with your proposal... the end result of which can only enhance our community's welfare and appearance

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
204	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

The Bike Trail plan sound wonderful!. I lived in Germany for 3 years and they have bike trails all over. I also lived in Wisconsin just a few miles from the Sparta Trail which was one of the 1st RR converted in the state. (You even ride through RR tunnels). I've been on the trail plus the River and Sakatah in Minnesota. Davenport Iowa has wonderful City Trails. I lived near the Duck Creek Trail which was a wonderful way to exercise. Not only are trail enjoyable, but they also save gasoline. It would be so great if the greater Wichita area could be connected by bike trails east to west and north to south. People could bike to work if they so desired. This would be great to see especially connecting the larger employers like Boeing. Also, all the parks and museum should be linked by Bike Trails. P.S. The trails are actually a benefit for those living nearby. Their houses will be worth more money since the demand for real estate in the area will increase. They may not understand how wonderful it is to live near a trail now but will be thankful in the future.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
205	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

I am a dentist in southwest Kansas and I enthusiastically support the idea of railbanking that 11 mile section. It will be a popular park for generations into the future. I look forward to riding the entire stretch myself. Opportunities like this are rare.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
206	36	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

We support the rails to trails project for the BNSF rail line

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
207	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

My back yard is next to the railroad tracks. From our back porch to the tracks we have beautiful trees, plants, and constant collection of wildlife including a wild turkey who visits every year. We have an underground fence for our dog to keep her in boundry. One of the reasons we live in Sprina arc is the privacy. It's darker at night then even one mile back into the mainstream (13th & Woodlawn). I would not like to have the increased traffic in my backyard, but what I would also dislike would be stopping at Oliver, Woodlawn, Rock, Webb, etc to let bikers, joggers, walkers and rollerbladers cross. This is not going to work. If you're going to make a trail do it right. To ride 1/2 mile and stop is not riding a bike. I would not let my kids bike or job or rollerblade because of this and all I've spoken to agree. Please rethink this.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
208	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004 no name

## Comments

My wife and I moved into Wilson Estates a little over a year ago. When we heard of the plan to make a bike path that runs East & West, we were delighted. We fear for the safety of our kids, when they cycle around our SUV-filled neighborhood. This bike path will provide an excellent place for them to have fun. Great idea!, Thanks

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
209	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

I wanted to add my support for the city's plan for the Rails to Trails plan. Our property backs up to the railroad 1/2 mile west of the county line. I would like to ask that horseback riding would also be allowed on this trail. I am a member of a trail riding club and would love to have additional trails to ride. There are many places where bicycle, walkers, joggers & horseback riders all share trails with great success. Our family would also walk or ride bikes on this trail too. Thank you for your attention in this matter.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
210	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

As a horse trail riding person I would be interested in the development of the trail for horse riders. Thanks

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
211	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

It has come to my attention that the City of Wichita is considering the railbanking of 11 miles of the BNSF railroad. I would like to encourage the city to do so as I have witnessed the success of Rails to Trails programs all over - but most recently the Katy Trail in Mo. Which is heavily traveled and contributes well to those local economies of Mo...As an ardent Kansan I would much rather spend my money here than go Jayhawkin" over to Mo. for my tourism. Thanks for your time and consideration.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
212	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

Bike Paths -Yea!, I want to thank the parks dept for their continued growth of the Wichita Bike Paths. They really add to the city and I look forward to more growth. The rail beds along 21st street will be a nice addition. Thank you.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
213	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

We write as long term residents of Wichita to support the current plan to utilize the abandoned rails of the BNSF railroad through central and east Wichita for a much needed recreational use. We think of this unexpected opportunity for utilization of this otherwise space as being like the proverbial "pennies from heaven!" It could take its place alongside other highly valued reservoirs of escape from urban sameness such as Chisholm Creek, Pawnee Prairie, and Swanson Parks. Of course its straight and regular course instead of the often-winding park trails would make it especially productive of the exercise benefits of running or biking. It would also provide a route safe from motor vehicles as opposed to the city streets that at certain hours are dangerously sprinkled with joggers. It is our hope that the City Council acting on positive reports from the advisory boards of the involved districts will deem this "rails to trails" plan a most worthwhile addition to the recent improvements in the Wichita area.

# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
214	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

I encourage the city of Wichita to approve the plan to convert an abandoned railroad line into and 11 mile recreational trail. This is a great opportunity to add recreational area for the public. Kansas has a converted abandoned rail line in S E Kansas. Look at other States and Cities who have converted these corridors for public use. The idea of reduced property values and vandalism are issues that do not happen. Wisconsin years ago converted an abandoned rail right of way for which is a wonderful experience and additionally provides wild life habitat. The Illinois Quad Cities is another area that has converted miles of abandoned rail right of way for public use. Again this conversion had all of the nay Sayers, but proved to be a great resource for the community. I encourage the city of Wichita to approve the conversion of this abandoned railroad line as rail- to- trail. Make it a great recreational asset for the citizens of Wichita, and the great state of Kansas.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
215	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

I am writing in passionate favor of using the abandoned BNSF Railway for the Rails to Trails project! I have experienced first hand how wonderful this project is. I lived in a Kentucky suburb of the Cincinnati Metro area and my family and I spent much time on the trails established from abandoned rails. We were able to hike, bike, roller blade and saw people riding horses on these trails. These trails are a huge draw for people looking to an area for outdoor, low-cost/free activities in which people of all ages can participate. There were many things about this area that we loved, but it is the trails that we miss the most. My husband is employed by Excel Corporation here in Wichita, and has moved many families here, and the biggest complaint we hear from these families about their thoughts on moving here after they have spent some time with a realtor looking around is the lack of parks (especially on the east side) and lack of other outdoor activities for families. I am convinced that the Rails to Trails program is an answer to one of our biggest needs in Wichita in drawing people to this area for employment. From what we experienced in the Cincinnati area, the expense in conversion is small compared to what it could do for our overall economy. Getting people here who have "good to great" disposable income to boost the economy is priceless long term! Thank you for taking the time to read this.

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
216	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004; additional comments on record: Wichita Eagle: Prairie Spirit Rail

## Comments

I want to inform you that this is an excellent idea and I fully support the plan. I can go into the many reasons that most other people in favor have probably addressed, I will list only a few. Currently I take my sons to the Great Plains Nature Center to walk the paths around the park. With the added Rail Trails, there would be additional scenic and enjoyable places to walk. East there are few, if any, places to walk that provide the safety and natural beauty the Rail Trail would provide. Trying "things" together - The paths along 96 highway are great but to get there is dangerous and difficult. From Rocky Creek a person has to go along 13th Street for about a half mile and hope the traffic is courteous and you don't get hit. To get to the Rail Trail would only require a walk of no more than a block along 127th Street and then from there the 96 paths are easily accessible. Bringing neighborhoods together - Currently my son has a friend in Savannah. His friend rides bike down 13th Street for about a mile to get to our house. IF the Rail Trail was in place it would just be a matter of taking the Rail Trail to Rocky Creek. Quality of Life and Economic Benefits - I am enclosing an article in the Sunday paper related to a bike trail in Eastern Kansas. This article points out the economic benefits of people traveling from out of state to use the trail and the natural beauty and the heavy use of the trail, especially close to the towns. I hope this letter in support for the Rail Trail project will help you, the MAPC, and others to decide in favor of the project. Thank you.



# 2004 BNSF Rails-to-Trail Public Input Report

Ref#	# Signatures Attached	Support	Opposed	Questions/Concerns	Notes
217	1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	received after April 30, 2004

## Comments

It has come to my attention, through a newspaper article in the Wichita Eagle, that you are planning ton turning an abandoned railroad into a trail. I support this idea on the grounds that this will improve Wichita and add to the recreational trails in the community. However, I think the public should be able to assist in the building the trail. The only problem I see with putting a trail over the abandoned railroad is that there is a chance of vandalism. This is a concern but in the long run there shouldn't be too many problems besides repairs. I also suggest putting in historical facts about Wichita and the connection with Burlington Northern and Santa Fe. I am currently a Boy Scout with troop 522 in Wichita, Kansas. I am writing this letter to meet a requirement for the Citizenship in the Community merit badge. I live in Brookhollow and if you have the time would you please send a response to this letter.